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AUGUST, 1953

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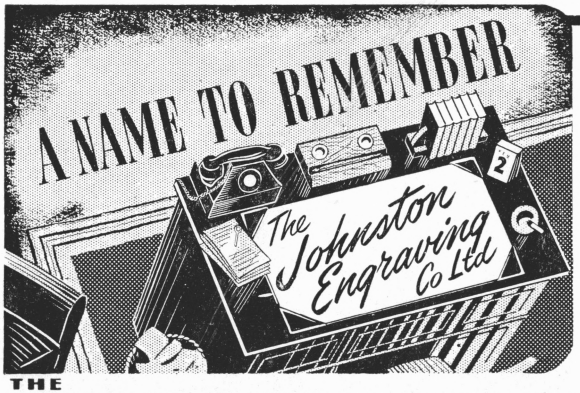

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TRAINS Ian Allan ILLUSTRATED

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G. FREEMAN ALLEN
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THE OPINIONS EXPRESSED BY OUR CONTRIBUTORS ARE NOT NECESSARILY THOSE OF EDITOR OR PUBLISHERS

Above: ALL-OUT EFFORT—Ex-L. & Y. 0-6-0 No. 52619 labours up the climb out of Preston to Farington with a southbound drag of empty coal wagons (24/4/51). *[D. T. Gollinwood*

Front Cover: A "CLAUD" LEAVES CAMBRIDGE —Class "D16" 4-4-0 No. 62531 makes a spirited start from Cambridge with the Bury St. Edmunds portion of the down "Fenman" *[F. R. Hebron*

UP HILL AND DOWN DALE

Above: Southern Pacific No. 34031 *Torrington* and a Waterloo-Plymouth express ride high above the valley, crossing Meldon Viaduct on the last 1 in 77 stretch of their long climb up from Exeter (1/5/52). [*M. E. Ware*

Below: Class "5MT" 4-6-0 No. 44851 drifts downhill through Wickwar on its way north from Bristol with the "Pines Express" (9/5/53). [*G. F. Heiron*

Talking of Trains

THE EDITOR'S NEWS & VIEWS

Reprieve for the Island?

CLOSURE of the Isle of Wight's Brading-Bembridge passenger service, which was to take place on June 8 last, has been postponed, and if the S.E. Area Transport Users' Consultative Committee recommendations are accepted by the Ministry of Transport, only the Freshwater-Newport branch will be axed this year. Mr. A. Robson writes that the fate of the Cowes-Newport-Sandown line has been postponed for at least two years, when the Committee may be recalled to consider its future. On the Ryde-Newport line, Wootton and Whippingham stations are to be closed, but Ashey will remain open as an unattended halt. The Committee has recommended also that many of the suggestions put forward for the improvement of the Isle of Wight system at the present four-day hearing of objectors to the threatened closure should be discussed by British Railways and the local authorities.

The Earlestown Centenary

ON March 1st, 1853, the L.N.W.R. leased from Messrs. Jones & Potts a small works known as the Viaduct Foundry, owing to its proximity to Stephenson's famous viaduct carrying the onetime Liverpool & Manchester Railway over the St. Helen's canal near Warrington. Seven years later this plant, now known as Earlestown works, was purchased outright by the L.N.W.R., under whom it was expanded rapidly into that company's principal wagon manufacture and repair works. The original eight acres of shops (now housing the Earlestown works, smithy, tinsmiths, millwrights and three-link coupling shops) have been swollen, first by the L.N.W.R. and later by the L.M.S., into a great works covering 36 acres, that celebrated its centenary this year. After 1903, the manufacture and maintenance of L.N.W. road vehicles in the north was added to Earlestown's tasks, but reorganisation resulting from the 1923 grouping restricted the works to heavy wagon repairs and the manufacture and repair of road-rail containers and road vehicles, coupled with the production of wagon laminated springs and three-link couplings for the entire L.M.S. system. After nationalisation, however, Earlestown was again given opportunities for manufacture of new rolling stock, beginning with 30 motor car vans; 25 prize cattle vans were turned out from Earlestown in 1952 and the works has just secured an order for 100 ex-L.N.E. type horseboxes.

The Exmouth Branch

THE Exmouth-Budleigh Salterton section of the S.R. line from Exmouth to Tipton St. John's, route of our recent South Devon branch trip, celebrated its jubilee on June 1 last. Mr. R. F. Rew reminds us. As Mr. Alan Jeffryes mentioned in his article in our April issue, the stretch of this branch from Tipton St. John's to Budleigh Salterton had been opened in 1897, but though construction of the remainder was sanctioned in the following year, the cost of the work, which involved numerous embankments and bridges and a deep cutting through Knowle Hill, delayed its completion until 1903. Mr. Rew adds that Mr. Jeffryes asserted that the originally planned broad-gauge Exeter & Exmouth Railway of 1855 and 1856 was intended to link up with the South Devon Railway at Exeter; in fact, the link was to have been at Countess Wear, now a suburb of Exeter. The doubling of the Exmouth Junction-Topsham section of the latter branch, which was completed on May 31, 1908, was partly due to the additional traffic attracted to the line by the opening of the Exmouth-Budleigh Salterton railway five years earlier.

The New Diesel Shunters

THE new B.R. 0-6-0 diesel shunters of the "13000" series are basically similar to the existing Regional designs, involving nose-suspended traction motors with double reduction gears, but certain modifications have been made to suit operating requirements and to give the locomotives the widest possible route availability. For example, to incorporate coupling rods and cranks that can be accommodated in the "L1" loading gauge, the driving wheel diameter has been increased from the previous 4 ft. or 4 ft. 0½ in. to 4 ft. 6 in., and the new engines are fitted with vacuum as well as straight air brakes for use with fitted freight stock. In addition, provision has been made for use of diesel engines and electrical equipment from a number of manufacturers (*see July issue*, p. 253), but with a minimum of alterations to the main locomotive structure. The maximum speed of the new locomotives is 20 m.p.h., the total weight 49 tons, and the engine powering Nos. 13000-24 is the six-cylinder English Electric "6KT," giving a maximum output of 400 b.h.p. at 680 r.p.m.

A Coronation Tonic

READERS may have noted in the daily press brief details of a Coronation Day exploit by Western Region "King" Class 4-6-0 No. 6002 *King William IV*. To hasten incoming American visitors off the liner *Ile de France* from Plymouth to London in time to see at least something of the Coronation procession, *King William IV's* crew were instructed by the W.R. authorities to improve as much as possible on the 260-360 ton "Ocean Special" Plymouth-Paddington timing of 4 hr. 22 min. A slack at Creech Junction prevented the "King" from picking up water from the troughs there, a loss it was unable to make good at Fairwood, so an unscheduled five-minute stop had to be made at Newbury. Nevertheless, the nine-coach train of 308 tons tare and probably 325 tons gross was run up to London in 4 hr. 5 min. Although it has to be remembered that in the halcyon days of the 1925 Locomotive Exchange, the smaller No. 4074 *Caldicot Castle* hurried the "Cornish Riviera Express" over the 225.7 miles from Paddington to Plymouth (North Road) in just under 232 minutes—and that with a load of 530 tons gross as far as Westbury, the "King's" performance was good by current Western standards. Departure time from Plymouth Millbay was 7.13 a.m., and subsequent times were: Totnes, 7.48; Newton Abbot, 8.1; Exeter, 8.23; Taunton, 8.56; Castle Cary, 9.23; Heywood Road, 9.45; Bedwyn, 10.13; Newbury, arr. 10.24, dep. 10.29; Reading, 10.46; Slough, 11.2; and Paddington, arr. 11.18 a.m. Thus, the 120.6 miles from Exeter to Newbury were covered in 121 min., pass to stop, and the 53.1 miles from Newbury to Paddington in 49 min. start to stop.

A Mystery Train

AN odd feature of this summer's L.M. time-table, writes Mr. A. Mayor, is a Saturdays only through train at 11.5 a.m. from Windermere to Leeds, running from July 18 to September 12 inclusive, which appears to require a very generous 44 minutes to cover the 12¾ miles from Oxenholme to Carnforth (by the direct West Coast main line). In fact—and presumably to facilitate marshalling at Carnforth, where its coaches are attached to the 12.45 p.m. to Leeds—this train forks right at Hincaster Junction over the branch to Arnside, where it must reverse to arrive in Carnforth on the Furness route. The Hincaster Junction-Arnside branch was closed to

passenger traffic on May 4, 1942, and, apart from mineral and empty wagon traffic between the North-East and Barrow, the only other regular passenger trains it has seen since the war are the fortnightly miners' convalescent home trains between Ulverston and Durham (*see page* 310).

We're flattered, really

IN a recent issue of one of the principal American railfans' monthlies, a correspondent asked for information about an important U.S. locomotive type of recent years. The answer provided by the magazine was largely a word-for-word transcript of an article on this same design by Mr. H. M. le Fleming in an earlier issue this year of *Trains Illustrated*! We're proud of our reputation in Britain, but it is even more heart-warming to discover ourselves regarded as the fountain-head of wisdom *on their own country's locomotives* by enthusiasts overseas.

So that's the reason?

NO expense seems to have been spared to put over the "Elizabethan" to the British press and public. There was even a "mock run" for filming purposes from Kings Cross to Peterborough and back on Sunday, June 28th, writes M. B. Dean, for which "A4" No. 60022 was given the smokebox numberplate of No. 60028, the "A4" which hauled the first down "Elizabethan" out of Kings Cross next morning (the fact that one is a double, the other a single chimney engine was evidently overlooked!). Next day the press and radio devoted considerable space to the "Elizabethan," and most enthusiasts will have derived innocent fun from a better-than-average ration of the inaccuracies, absurdities, half-truths and *non sequiturs* that characterise most newspaper treatments of a railway matter. Our palm goes to the B.B.C. Television Newsreel's subtle reasoning for the difference in speed between the pre-war "Coronation" and the "Elizabethan"; the former was indeed faster, we were solemnly informed, but it stopped *en route*, whereas the latter does not!

News in Brief

● From July 6 last, the L.M.R. introduced a second daily (SX) through coach working in each direction between Euston and Birkenhead (Woodside). The up service leaves Birkenhead at 10.40 a.m. and is attached to the 11.10 a.m. Liverpool (Lime St.)-Euston; the down is attached to the 2.30 p.m. Euston-Liverpool (Lime St.) and reaches Birkenhead at 7.2 p.m The Tuesday and Friday Canadian Pacific boat trains from Euston to Liverpool have been titled "The Empress Voyager."

● The A.E.C. lightweight diesel train left the Bangor-Amlwch branch early in June, writes Mr. A. Mayor, and was seen working between Kilmarnock and Ayr and Dalmellington and Ayr by Mr. R. Barr from June 14-20.

● British Railways have announced that they propose to withdraw passenger trains between Bolton (Trinity Street) and Radcliffe Central, Mr. C. B. Golding informs us.

● The up "Pembroke Coast Express" of the W.R. is formed by the 10.35 a.m. from Swansea (High St.) to Paddington, not the 3.50 p.m., as originally announced by British Railways and now contradicted by the public timetable, writes Mr. D. C. Price.

● Withdrawal of passenger trains between Bishop Auckland and Wearhead, took place on June 29 last, writes Mr. F. Hancock.

● Birmingham's historic Curzon Street station, the Grand Junction and London & Birmingham Railways joint terminus opened in 1838, was closed on June 10 last, as its structure had become unsafe. After the opening of New Street station in 1854, Curzon Street was still patronised by some passenger excursion trains until 1900, when it was enlarged and turned over to exclusive goods use, writes Mr. O. H. Prosser.

● Driver H. Byford, of Camden, L.M.R., who handled Pacific No. 46236 *City of Bradford* during the 1948 Locomotive Exchanges, retired from the footplate on June 27 last.

—SPITHEAD—

AND THE SOUTHERN

ANY suburban traveller to Waterloo on the early morning of Monday, June 15th last whose head was not buried in his newspaper might have been excused for wondering if the Reds hadn't landed overnight and that evacuation of London was in progress. Between Queens Park and Waterloo a solid line of trains, their engines buffer to buffer with the last vehicle of the train in front, blocked the down Windsor local line and the terminus itself buzzed with abnormal activity. Seriously speaking, I doubt whether a wartime exodus from the capital could tax the Southern more than the problem of budgeting for the transportation of some 13,500 passengers out of Waterloo to the Spithead Naval Review within 3¼ hours, right in the middle of the morning rush hour, as they had to last June.

It was early this year, when the Coronation was still an extravagant dream of the future, that the Southern sent its operating, marine and commercial departments into a huddle to work out the R-Day plan. They had to face the fact that the sailing times laid down by the Admiralty for the connecting ships were as immutable as the Medes' and Persians' laws and therefore, unless travellers to the Review were to be aroused in the very small hours, the margins between train arrivals and boat departures at the coast would have to be tight. Extraordinary timekeeping precautions were thus essential. For example, special measures were planned to ensure the maintenance of air pressure in the pneumatic signalling between Brookwood and Basingstoke, since the specials would have to run from Woking at a headway of 4 minutes in some cases.

The excitement approached its climax on the Sunday, when, in addition to 15 excursions from Waterloo to the coast, the Southern had to cope with 18 trainloads of some 12,500 Territorials travelling to and from camp and the movement of the entire 51st Highland Division of the Army. The peak, however, was yet to come. On Monday morning the traffic was outward with privileged spectators of the Review itself, who returned to London in special trains throughout the following night and—the most important of them—early on Tuesday morning. Up traffic after the event was heavier than seaward movement on Monday, since many people had spent the weekend at the coast, but Monday night's traffic

was fairly comfortably spaced out, whereas on the Monday morning, taking both special and regular traffic, 56 trains, steam and electric, had to be cleared out of Waterloo on the down through line between 7 and 10.30 a.m.—one every 3¾ minutes. To provide the stock for these Western Section specials, a total of 100 empty steam and 55 empty electric workings were tabled on Monday and Tuesday. Naturally there were additional calls on enginemen, resulting in the cancellation of 75 freight and cross-London transfer trips on the Monday, and 41 more on the Tuesday.

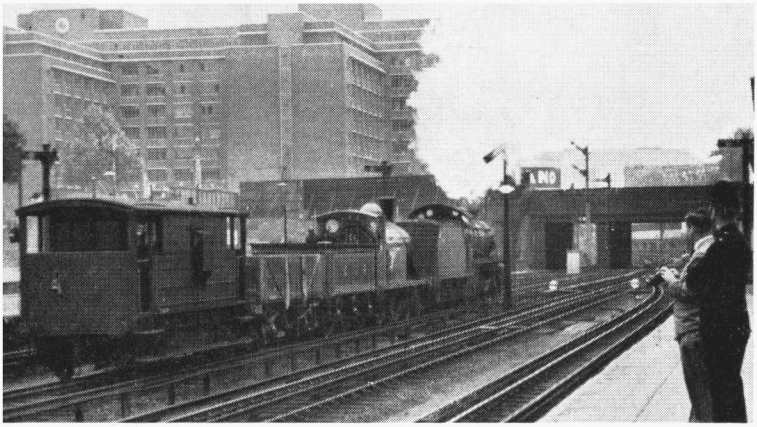
Obviously, the regular Monday morning traffic, particularly that of City-going workers, had to be preserved almost intact, and by a marvel of planning the Southern achieved it with the minimum of modification. The specials were given priority over all other traffic, but even so the only major alteration to the normal service was the starting of the 9.30 a.m. Waterloo-Bournemouth on the slow line at 10.6 a.m. from Woking, to which passengers had to make their way by local electric service. The 8.30 a.m. Waterloo-Bournemouth and the 9 a.m. Waterloo-Exeter were relegated to the slow line between Woking and Basingstoke, and the 7.50 and 8.50 a.m. Waterloo-Portsmouth Harbour were turned on to the local road from Hampton Court Junction and Waterloo respectively, but otherwise the rearrangements were principally confined to lengthening of some timings by a few minutes and the running of some local trains into Waterloo via East Putney.

It was 5.41 a.m. when the first of the empty trains moved out of Clapham Yard to Waterloo to form the 7 a.m. to Southampton, although the 7.5 a.m. was provided by a train set that had left Eastleigh at 3.45 a.m. Other empty sets were brought up from Woking, Brentford, Esher, Surbiton, Walton, Wimbledon, Brookwood (one from here came up behind Guildford "T9" 4-4-0 No. 30337) and Farnborough, but the majority originated from Clapham Yard; two trains from Walton, the 6.37 a.m., formed of L.M.R. stock, and the 7.10 a.m., of E.R. stock, paused at Clapham on their way up to collect respectively two Pullman cars (sandwiched in between two Southern vehicles owing to coupling difficulties with L.M. vehicles) and a Southern restaurant car. Three of the specials were made up of hastily turned round arrivals in the normal service. The 6.4 a.m. from Southampton Terminus, due into Waterloo at 8.24 a.m., was a 10-coach set including Pullmans that was despatched as the 8.42 a.m. Review special; the 7.22 a.m. from Eastleigh, a similar rake, was sent out again 35 minutes after its arrival, as the 9.36 a.m. special; and a 10-coach train, including a six-car Bournemouth set still carrying "Waterloo, Bournemouth and Weymouth" roofboards, graced the 8.25 a.m. from Basingstoke, arriving in Waterloo at 9.43 behind "N15X" 4-6-0 No. 32328, that was turned round as the 10 a.m. special.

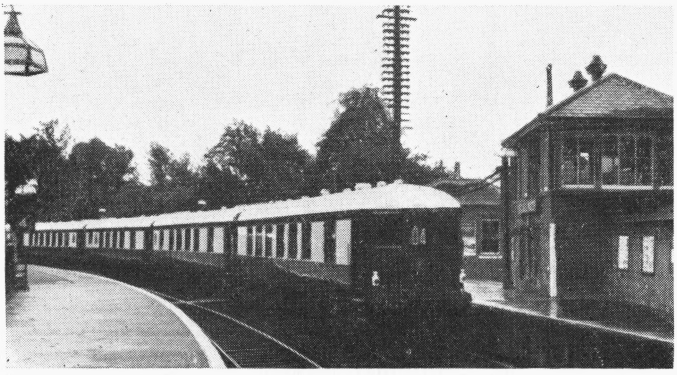
As I mentioned earlier, nine of these empty trains did not proceed direct to Waterloo but were stabled, buffer to buffer, on the down Windsor local line; those from Clapham Yard had been collected by main line engines that were to take out following trains. Outside Waterloo a handsignalman was stationed to assist in despatching the empty trains, and the district motive power superintendent in person was on hand to brief the engine crews. Each train shuffled forward in the queue as the one ahead moved on into the terminus, where for the next three hours platforms 9, 10, 11 and 12 were kept busy to capacity, although one train, the 9.36 a.m., was sent out of the platform (No. 14) in which it had arrived as a service train.

So, at 7 a.m., the cavalcade of 32 specials, 25 steam trains to Southampton and 7 electrics to Portsmouth, began to roll out of Waterloo. For the record, the engines involved on Southampton workings were: light Pacifics Nos. 34005/6/9/11/2/9/34/55/63, 34107 (No. 34063 had a load of 12 Pullmans on the 8.15 a.m., a sizeable haul for a light Pacific); "Lord Nelsons" Nos. 30850/4/6/8/61/3/5; and "N15s" Nos. 30455, 30744/5/51/63/71/3/81. Some trains passed Clapham a few minutes behind time, but the engine crews could not afford to be complacent about it, for some of the timings allowed no more than 10-20 minutes between arrival at the New or Old Docks and the sailing of the connecting ships, and the schedules were in a few cases as taxing as 88 min. for the 79½ miles to Southampton. Standby engines were posted at Waterloo, Woking, Basingstoke, Winchester, Eastleigh and Fratton, but none was called upon. The only casualty was suffered by the penultimate train, the 10.10 a.m., which had to part with one of its L.M. vehicles at Micheldever owing to a hot box and was delayed there for 29 minutes; nevertheless, with the remaining 9 bogies the crew of No. 30763 *Sir Bors de Ganis* went to it with such vigour that they covered the last 20 miles in even time and the waiting *Brittany* was able to get away from the Old Docks only a few minutes late. The 9.54 a.m. semi-fast from Waterloo was diverted to the slow line at Weston box to allow the special to overtake it.

Twelve more specials were run from Victoria during this morning period; six to Portsmouth which were, of course, multiple units (one of them a two "6-



Left: CORONATION VISITOR TO THE CAPITAL—On its way from St. Rollox works, Glasgow, to the "Royal Journey" exhibition at Battersea Wharf (*see opposite page*), Caledonian 4-2-2 No. 123 passes Kensington (Olympia) behind S.R. Class "N" 2-6-0 No. 31852 (28/5/53). We hear that the single-driver had an adventurous journey south; its special had to be halted every 50 miles or so because No. 123 was running hot! [*P. F. Winding*



Above: WEST COUNTRY LOCAL—S.R. Class "M7" 0-4-4T No. 30668 approaches Plymouth (North Road) with the 5.11 p.m. Plymouth (Friary)-Tavistock train (14/4/52) [*R. E. Vincent*

Left: A UNIQUE OCCASION—The 9.35 a.m. Portsmouth-Windsor & Eton Riverside Royal train, formed of "Brighton Belle" unit No. 3052, passes Virginia Water on 16/6/53 (*see opposite page*). Note the express train headlamp code. [*D. Cullum*

PUL" train), for the Admiralty and for members of both Houses of Parliament; one to Gosport, hauled by "U1" No. 31904 and including an Eastern Section "plum-and-spilt-milk" set; and five to Fareham, two hauled by "U1s" Nos. 31903/6, one of which trailed a ramshackle Eastern Section rake including ex-L.S.W. flat-roofed bogies that were still carrying "Deal" roofboards, and the remainder by the three "Hornbies," electric locomotives Nos. 20001-3, as far as Chichester. However, something appeared to have been lacking in the organisation of these trains, for nearly all those allegedly conveying officers' and ratings' guests to Fareham were practically empty.

One of the most interesting features of the whole event was the Royal Train arrangements. For the first time in this country, I believe, the British Royal Family travelled by multiple-unit electric train—certainly for the first time from Portsmouth to Windsor. H.M. the Queen had made her way from Windsor to Portsmouth by road on the Sunday evening, but on the Monday morning "Brighton Belle" unit No. 3052 was provided to convey H.M. the Queen Mother from Waterloo at 12.50 p.m. to Portsmouth Harbour, and in the evening she used the same unit to make a through journey from Portsmouth at 6.30 p.m. to Windsor & Eton Riverside by way of Guildford, Woking, Virginia Water and Staines West Curve. Then the Pullman unit retraced its steps and at 9.35 a.m. the next morning it returned once more to Windsor, this time with H.M. the Queen and H.R.H. the Duke of Edinburgh, who had spent the night at Portsmouth. H.R.H. Princess Margaret and other members of the Royal Family also took the same route to Windsor, leaving Portsmouth at 11.35 p.m. on the Monday night in "6-PUL" set No. 3019.

After the public specials of Monday morning had disgorged their passengers at Southampton, most of the trains and engines were berthed there, but some were worked out to Eastleigh. The first return specials left Portsmouth Harbour at 7.36 p.m. and Southampton at 7.57 p.m., but the procession did not begin in earnest until after the conclusion of the Spithead firework display, reaching its peak between midnight and 3.40 a.m. There was then a pause until six trainloads of guests of their Lordships of the Admiralty, and one of the British Transport Commission, duly breakfasted and aroused at a more christian hour, made their way back to town after 8 a.m.

One or two train sets had a very busy time. The 12-car all-Pullman train previously mentioned shuttled to and fro during the night, coming up at 8.40 p.m. from Southampton to Waterloo, hastening back again empty, then travelling up from Southampton loaded at 3.41 a.m., and returning empty to the coast once more at 5.48 a.m. from Waterloo to form the 5.25 p.m. "Cunarder" from Southampton for incoming "Queen Mary" passengers on the Tuesday evening. A St. Malo service Pullman dining set came up from Southampton at 3.15 a.m., returned empty from Waterloo at 5.22 a.m., then travelled back to London once more as the 10.51 a.m. from Southampton for the *Empire Windrush*, while three other train sets made two journeys from Southampton between Monday midnight and Tuesday midday. As a result of the emergency stock workings, some other Southern passengers were pleasantly surprised on the Tuesday. Travellers by the 11.54 a.m. Waterloo-Salisbury semi-fast, for example, found their train formed of the 9.34 a.m. special from Southampton, an 8-coach set including two Pullmans and exclusively first class, which was worked back empty from Salisbury to Clapham in the evening. I myself was able to stretch my legs in the unexpected luxury of a buffet car (unopened, unfortunately) on the 5.25 p.m. all-stations electric from Hampton Court to Waterloo, which that day was formed of "4-BUF" and "4-COR" sets!

ALAN JEFFRIES.

—— ROYAL JOURNEY ——

ON June 19 last there opened at Battersea Wharf, London, a railway exhibition that every enthusiast should see—and will have a fair chance to, since it is a travelling display that set off on a tour of Britain's principal towns and cities after its London "run" ended on July 11th. Star exhibits of the show are the Caledonian single-driver No. 123 and four royal saloons of different periods. The locomotive, a glorious sight in its Caledonian blue livery, is displayed as a typical example of the pilot engines that in days gone by used to run ahead of every Royal Train. The coaches on show are Queen Adelaide's little compartment coach of 1842, the splendid twelve-wheeler produced for Queen Victoria in 1869 by mounting together the two small saloons built earlier by the L.N.W.R., and the two superb twelve-wheelers designed by C. A. Park for King Edward VII at Wolverton in 1903. The interior decor of the Victorian coach of 1869, with its rich upholstery of Royal blue and maize-coloured silk, its fringes, bobbles, tassels and ornamental gilt lampstands, is breath-taking in its magnificence. The two Edwardian saloons, it will be recalled, were laid out in accordance with the King's suggestion that their appointments should be styled after those of the Royal Yacht, and his advice was splendidly taken. These two vehicles were modified for King George V, later additions including bathrooms and wireless; until the appearance of the two modern saloons from Wolverton in 1941, they were regularly marshalled in the Royal Train and were therefore repainted in L.M.S. livery with the rest of the former L.N.W. Royal stock after the outbreak of World War II. The exhibition is completed by two converted carriages which have been hollowed out to form halls for smaller exhibits, such as commode handles, ornamental headlamps and historic Royal Train notices; the last-mentioned include some of the handsome leather-bound timetables of their trains that used to be provided for Royal travellers.

LOCOMOTIVE RUNNING PAST AND PRESENT

by Cecil J. Allen
M.Inst.T.,A.I.Loco.E.

Euston to Birmingham

PART TWO

WHEN writing the first instalment of this article, which appeared in the April issue, I had no certain idea that this summer's timetables would reinstate two-hour timings between Euston and Birmingham. It is particularly appropriate, therefore, that this month I am able to describe a two-hour journey in 1953, in company with runs in the pre-war years, when, as we shall see later, for a short while runs with the Coventry stop were being made in 1 hr. 55 min., and runs with two stops—in the case of the 6.20 p.m. with *three* stops—were scheduled in two hours. Today, however, the loads in general are heavier, for the "XL" limit load for a "Jubilee" (Class "6") 4-6-0 permits a ten-coach formation, whereas before the war a more usual formation would be about nine

In the previous article I carried the story of these services as far as the end of the separate existence of the London & North Western Railway, so that we begin with the period immediately following the grouping in 1923. This brought with it a Midland Chief Mechanical Engineer—Mr., later Sir, Henry Fowler—and with him a flood of Midland engines, on to *ex*-L.N.W.R. metals. One of the first results was the appearance on the Euston-Birmingham-Wolverhampton trains of Midland compound 4-4-0s, which by degrees ousted the "Precursor" and "George the Fifth" 4-4-0s.

Ingrained methods of locomotive handling are not so easily displaced, however, and many of the Western Division drivers found it very difficult to accustom themselves to the subtleties of the Deeley regulator and to compound working of the Midland type. Partially open regulators and longish cut-offs were useless with the compounds, and loud were the complaints about the time-losing propensities of the "Crimson Ramblers," as they were soon nicknamed. But many of the more flexibly-minded enginemen soon found that with proper handling the new engines could do all that they had previously done with the "Georges," and with a lower coal consumption as well. In the end, while loads continued to be on the moderate side, the Midland compounds left behind them a record of useful and efficient service on the Birmingham two-hour trains of which they had no reason to be ashamed.

One of the hardest compound tasks was on the 4.50 p.m. from Birmingham to Euston, after the Coventry stop had been added to that at Willesden, and all within the two-hour limit; the allowance for the 18.9 miles from Birmingham to Coventry was 20 min., and for the 88.6 miles from there to Willesden 87 min., in both cases start to stop. A nine-coach load of from 290 to 300 tons gross was nothing unusual. One of the best runs of which I have details was made by No. 1134, with 272 tons tare and 290 tons gross, when the 88.6 miles from Coventry to Willesden were completed in 84 min. 36 sec., or 82 min. net. This was preceded by a smart time of 19 min. 48 sec. from Birmingham to Coventry, with 73½ m.p.h. at Hampton and beyond Tile Hill, and a minimum of 68 up the 1 in 330 to Beechwood tunnel.

At that time the slowing at Brandon for subsidence trouble, which at various times has plagued this section, was severe, and it took No. 1134 16 min. 31 sec. (4½ min. over schedule) to get through Rugby, 11.4 miles from Coventry, also Rugby was passed at a slower speed than usual. But then the engine got away in grand style, reaching 77½ m.p.h. at Weedon, and maintaining 80 for two miles past Castlethorpe; the minima were 65½ at Roade, and 63 at Tring, after which 77½ at Kings Langley and nothing more than 71½ at Wembley completed the run.

The 67.2 miles from Welton to Wembley were run in 56 min. 26 sec., at an average of 70.2 m.p.h. From Rugby to Blisworth the 19.8 miles took 18 min. 50 sec.; from Blisworth to Bletchley, 16.1 miles, 13 min. 14 sec.; from Bletchley up to Tring, 15.0 miles, 13 min. 16 sec.; from Tring to Watford, 14.3 miles, 11 min 36 sec.; and from Watford to Willesden stop, 12.0 miles, 11 min. 9 sec. It is of interest on this run that the overall time of 119 min. 24 sec. from Birmingham to Euston included 87 sec. standing at Coventry, 63 sec. standing at Willesden, 2½ min. loss by the Brandon check and 1¾ min. by signals between Willesden and Euston. Such running would be equivalent to a net non-stop time of about 104 or 105 min. from Birmingham to Euston.

In the reverse direction one of the hardest workings at that time was the 4.35 p.m. down, which had to run the

62.8 miles from Euston to Blisworth in 63 min., in order to squeeze both Blisworth and Coventry stops into the two-hour timing. The best compound effort of which I have a note on this train was one timed by Mr. O. S. Nock on which No. 1111 had an eight-coach load of 262 tons tare and 280 tons gross, and was badly hampered at the start by a signal stop on Camden bank. But the engine restarted without help, and actually got through Willesden in 10 min. 8 sec., stop included. Attaining 65½ m.p.h. before Wembley, No. 1111 then swarmed up the long ascent at Tring without at any time falling below a mile-a-minute; speeds were 60½ m.p.h. at Carpenders Park, 69 at Watford, and a very gradual fall to exactly 60 at Tring summit, then 80½ at Sears Crossing, 72½ after Bletchley, 77½ at Wolverton, and 64½ at Roade summit, all as part of a time of 47 min. 49 sec. over the 54.5 miles from Willesden to Roade, average 68.4 m.p.h. From the restart at the then Euston No. 4 box, on a 1 in 75 grade, the 62.2 miles to Blisworth were run in 58 min. 19 sec. start to stop; and while the actual time from Euston to Blisworth, 62.8 miles, was 61 min. 4 sec., the net time was not more than 59½ min.

In the year 1933 there came the first signs that the lengthy reign of 4-4-0 engines on this important service was coming to an end. One of Fowler's undoubted successes had been his rebuilding of the "Claughton" 4-6-0s—or, one ought to say, the nominal rebuilding, for precious little of the original engines could have remained—into his first miniature versions, which appeared in 1930, of the 1927 "Royal Scots." The nickname "Baby Scots" originally fastened on to the smaller engines was severely frowned on in official circles, and they became known officially as the "Patriots" to distinguish them from the Stanier "Jubilees," of which the first took the road in 1934. By now the loads of some of the Birmingham trains were becoming a problem for 4-4-0 haulage, and some "Patriots" therefore were drafted to the service.

An outstanding example of "Patriot" ability was a run made by No. 5551 with a ten-coach load of 317 tons tare and 330 tons gross on the 1 p.m. up. The Brandon slack was still operating, and again there was a loss of time to Rugby, 15 min. 29 sec. being needed for the 11.4 miles instead of the 12 min. allowed. The engine was then exerted sufficiently to run the 67.2 miles from Welton to Wembley in 52 min. 12 sec., at an average of no less than 77.2 m.p.h. Attaining 54 m.p.h. on the ascent to Kilsby tunnel, we touched 80 m.p.h. at Weedon, kept up 77 as far as Blisworth and showed nothing less than 72 over Roade summit; then we swept down to Castlethorpe at a maximum of 85, fell to 72½ at Loughton but re-attained 75 at Bletchley, after which speed fell gradually to 66 over Tring summit; while the last stage included 86½ m.p.h. at Kings Langley, 77½ minimum at Carpenders Park, and 86½ again at Wembley, a thrilling sequence indeed.

This was a test run, with the dynamometer car attached, and there was a special schedule of 79 min. only from Coventry to Willesden which we just kept with a time of 78 min. 53 sec., but allowing for the Brandon slowing the net time was not more than 76½ min. for the 88.6 miles. Some of the intermediate times were brilliant indeed, such as 12 min. 26 sec. for the 16.1 miles from Blisworth to Bletchley, and 12 min. 34 sec. for the 15.0 miles from Bletchley up to Tring; also from Tring to Watford, 14.3 miles, in 10 min. 36 sec., and Watford to Wembley 9.3 miles, in 6 min. 49 sec., witnessed to some very hard running.

One of my first journeys on the 4.35 p.m. down behind a "Jubilee" was a rousing experience. The engine was No. 5556, and the run was one of a series of tests that was being made with the dynamometer car, forming part of a ten-coach load of 323 tons tare and 345 tons gross. A special schedule was being worked to, with 8½ min. from Euston to Willesden, 20 min. to Watford, 33 min. to Tring, 45 min. to Bletchley, 55½ min. to Roade, and 59 min. to the Blisworth stop. All these times were more than easily kept; the actual figures were 8 min. 25 sec., 19 min. 15 sec., 31 min. 40 sec.—"even time" to Tring—42 min. 58 sec., 53 min. 15 sec., and 56 min. 23 sec. to the Blisworth stop respectively.

It was grand work to take 345 tons from Wembley up to Tring, 23.6 miles, in 20 min. 54 sec.; up the first lengthy 1 in 335, speed fell from 68 m.p.h. at Wembley to 63 at Carpenders Park, and then, after 72 through Watford, there

The 1953 Photographic Competition

WE are delighted to announce that Mr. HAMILTON ELLIS and Dr. P. RANSOME-WALLIS have consented to serve with the Editor and Mr. A. W. Baldwin on the Judges' Panel of this year's *Trains Illustrated* Photographic Competition. May we remind readers that the full details of the contest were published in last month's issue and that the closing date is **August 31st, 1953.**

was a very gradual decline to 66½ at Tring summit. After that came 84 m.p.h. at Sears Crossing, 78 at Denbigh Hall (beyond Bletchley), 83 at Wolverton, and 68 minimum at Roade, the 28.2 miles from Tring to Roade being reeled off in 21 min. 35 sec. When I mention that the "Coronation Scot" schedule of 47 min. from Willesden to Roade was cut by No. 5556 to 44 min. 50 sec., and with 323 tare tons of train as compared with the streamliner's 297 tons, it will be sufficient to indicate the outstanding merit of *Nova Scotia's* performance.

Just about this time some L.M.S. speed history was made over this line. It did not actually concern Birmingham or the two-hour services, but as it touched Coventry and brought in the "Royal Scot" 4-6-0s, it is worth recalling. In the autumn of 1933 the newly-formed Hillman-Humber-Commer motor combine had chartered some special trains to convey their guests from London to Coventry and back for some works inspections, and though no more exciting times had been arranged than 90 min. down and 88 min. up, the L.M.S. authorities regarded this as a suitable opportunity to demonstrate that the railway could give the road quite a few points when it came to speed. It was therefore arranged that "Royal Scots" should work the trains, and that their crews should be given a free hand to gain time. This had some startling results.

The trips were on successive days, and the engine which distinguished herself to the greatest degree was No. 6129 *Comet*. On the first down trip she had no more than seven bogies attached to her tail—202 tons tare and 215 tons gross—and with this featherweight Driver Frank Brooker proceeded to pass Rugby, 82.6 miles, in 69 min. 49 sec. from Euston! Times were 19 min. 2 sec. to Watford, 30 min. 39 sec. to Tring, 41 min. 31 sec. to Bletchley, and 53 min. 47 sec. to Blisworth; as to speed, *Comet* went over Tring summit at 70½ m.p.h., Roade at 73, and Kilsby at 70½, while a top speed of 90 was reached at Sears Crossing (beyond Cheddington). There were signal checks after Rugby, but even so Coventry was reached in 85 min. 56 sec., 4 min. early, or 80½ min. net.

Driver Laurie Earl was responsible for another fine trip, with the same engine and a considerably heavier 11-coach load of 318 tons tare and 335 tons gross, when despite a signal check near Leighton which cost 2 min., he was at a stand at Coventry in 87 min. 8 sec. from Euston. His times were 8 min. 51 sec. to Willesden, 19 min. 25 sec. to Watford, and 32 min. 57 sec. to Tring, which was cleared at 56½ m.p.h.; then he touched 85 m.p.h. before the Leighton check, after which came 75½ m.p.h. at Wolverton, 69 at Roade, 75 at Weedon, a fine 72 at Kilsby, 80 before the Rugby slowing, and an outstanding 80 on the level at Brandon.

But the maximum excitements were on the up journeys, which achieved actual times of 79 min. 1 sec., 82 min. 6 sec., and 84 min. 23 sec. over the 94.0 miles from Coventry to Euston with loads of 202/215, 288/305, and 318/335 tons, or 74, 82 and 77 min. net respectively. On the first and third runs the average speeds over the 72.3 miles from Welton to Kilburn (on the first run including two signal checks) were 82.0 and 80.1 m.p.h. for the entire distance, and with the slightest additional effort, *Comet* with this load would have been able to make the run from Birmingham to Euston, Rugby slack included, in 90 minutes.

With Driver Marchant at the regulator, *Comet* with the 215-ton load touched 75 m.p.h. before Rugby, and cleared the centre of that station, 11.4 miles, in 11 min. 32 sec. Then followed 90 down to Weedon, with a slight slowing round the curves beyond the station, a minimum(!) of 80 at Roade, 92 at Castlethorpe, 82 sustained as far up the ascent to Tring as Cheddington, and then an unfortunate signal check at Tring cutting; after that, 90 at Kings Langley, more slight signals before Watford, 91 at Wembley, and, after Willesden, 88.6 miles, had been cleared in 69 min. 16 sec., a dead stand for signals on Camden bank.

Load duly considered—11 bogies of 335 tons gross—the run of Driver J. Jones with the same engine, though 3 min. slower, was even superior. With an energetic start, touching 72 m.p.h., he was through Rugby in 11 min. 54 sec.; on the ascent to Kilsby tunnel he worked up to 60 m.p.h.; and then came a beautifully-judged speed exhibition, with 83½ m.p.h. at Weedon, 75 at Roade, 86½ at Castlethorpe, 76½ and 79 after Bletchley, 72 at Tring, 89½ at Kings Langley, and 88 at Wembley. The times were 28 min. 22 sec. to Blisworth, 31.2 miles; 40 min. 10 sec. to Bletchley, 47.3 miles; 51 min. 58 sec. to Tring, 62.3 miles; 62 min. 11 sec. to Watford, 76.6 miles; and 70 min. 46 sec. to Willesden, 88.6 miles. Signal checks and stops marred the end of the run, and increased what would have been a net time of certainly not more than 77 min. to an actual time of 84 min. 23 sec., though even this was some 3½ min. less than the special schedule. It may be a long time before we see any more speed

efforts of this calibre on the Birmingham road!

In comparison with the foregoing, the fastest run over this route that has ever been made by a "Jubilee" 4-6-0, in comparable load conditions, probably, is to the credit of No. 5552 *Silver Jubilee* herself and was made on the same day, strangely enough, that *Silver Link* was achieving her amazing *première* with the inaugural Press trip of the L.N.E.R. "Silver Jubilee" streamliner. The L.M.S.R. *Silver Jubilee* was engaged in bringing from Coventry to Euston a ten-coach special train, of 331 tons tare and 345 tons gross, and made the journey in 85 min. 55 sec., notwithstanding the Brandon permanent way slowing and a couple of moderate signal checks between Castlethorpe and Bletchley which between them cost 3 min.; net time, therefore, was 83 min. After Brandon No. 5552 reached 68 m.p.h. before slowing through Rugby in 14 min. 23 sec.; then followed an acceleration to 62½ m.p.h. by Kilsby tunnel, 80 at Weedon, 72½ over Roade, and 83 before the Castlethorpe check; the 35.9 miles from Rugby to Bletchley, including both checks, took 31 min. 56 sec. There was a magnificent finish, with 70 m.p.h. attained by Leighton, 67 over Tring, 88 at Kings Langley, 78 at Carpenders Park, and 86 at Wembley, which gave times into Euston of 39 min. 36 sec. from Bletchley, 25 min. 48 sec. from Tring, 15 min. 19 sec. from Watford, and a smart 6 min. 34 sec. from Willesden.

The first reaction of engine-crews to the restored two-hour timings this year has been quite encouraging, though as yet I have not heard of anything very spectacular having been done. The first log to reach me came from "Goliath," who timed "Jubilee" 4-6-0 45733 *Novelty*, with a ten-coach load of 318 tons tare and 340 tons gross, from Euston to Coventry in 92 min. 11 sec., inclusive of a signal check before Cheddington and a permanent way slowing before Roade. An excellent start was made, with 9 min. 35 sec. to Willesden, 21 min. 55 sec. to Watford, and 35 min. 29 sec. to Tring; to do this required speeds of 60 m.p.h. before Wembley, 57 before and 68 through Watford, and exactly 60 at Tring summit.

The Cheddington slack reduced speed from 75 to 40 m.p.h., but *Novelty* picked up well, to 78 before Bletchley, and, after 74 at Denbigh Hall, to 80½ through Wolverton. The permanent way check near Roade was to 30 m.p.h., but speed rose to 74 m.p.h. by Weedon, and, after 64 at Welton, to 77 before Rugby. Finally, there was a quite brilliant spurt from the Rugby slowing to 80 m.p.h. by Brandon, which then assured an arrival with a little in hand. Bletchley was passed in 49 min. 11 sec. from Euston, Blisworth in 64 min. 26 sec., and Rugby in 81 min. 49 sec. Unchecked two-hour trains, according to my information, have been passing Rugby in 78 and 79 min. frequently, in comparison with their schedule allowance of 81 min. on these workings. All this, after the lethargy of the post-war years, is a most welcome and refreshing change, and is evidence that return to many of the pre-war schedules by now has become a perfectly practical policy.

"THE YORKIES" OF THE NORTH BRITISH

[*Concluded from page* 296

placed in service (the present Class "C16"), the opportunity would have been taken to rebuild the "Yorkies" as superheater engines, even with slide valves, as quite a number of the older "B" Class 0-6-0 (L.N.E.R. "J35" Class) were being so treated at the same time. Cowlairs did in fact give some consideration to the idea, but the fact that the railways were now grouped and that the new owners had other views about capital expenditure on locomotives, stopped any further developments. Possibly the cost was not justified, but on the other hand at that period the engines were being worked very hard, and the increased weight of new bogie rolling stock on local trains was beginning to tell on them in view of their limited adhesion.

However, the introduction of the Gresley Class "N2" 0-6-2 tank, followed later by his "V1" Class 2-6-2 tank, helped to relegate the "Yorkies" to secondary local work. In the early 'thirties they were transferred to country branches and then, with the closure of many these lines, they became carriage shunters or were found on other nondescript jobs, until the outbreak of war in 1939 gave them a further lease of life, especially in the Glasgow area. But the weight of modern rolling stock proved too much for them, and to-day most of them are "tallowed down" at various depots and many will never run again. About 1938 one of the class (now No. 67460) was fitted for push-and-pull working on the local service between Arrochar and Craigendoran; it was used intermittently on this job, but is now lying at Eastfield with others of the class.

In their hey-day the "Yorkies" did good work but latter-day demands proved too much for them and have begun their withdrawal—indeed, the blow might have fallen earlier, had the war not intervened. On the performance side they were speedy engines, given loads within their power, although at times they ran very sluggishly if the steam pressure was inclined to be low.

THE "Yorkies" OF THE NORTH BRITISH

BY A. G. Dunbar

THE recent withdrawal of Class "C15" No. 7471 was the first attack on yet another Scottish locomotive class, the 4-4-2 tanks of the former North British Railway, known to every old North British shed as the "Yorkies." This nickname was applied to the thirty engines of this wheel arrangement which were built by the Yorkshire Engine Co. for the North British Railway during 1912-1913, to the design of Mr. W. P. Reid. These locomotives and the later superheated examples were the only 4-4-2 tanks to run on a Scottish railway.

The first batch, built in 1912, comprised Nos. 1, 3, 4, 5, 122/31/4/5/41/55/64; Nos. 2, 6, 12/5 were built in 1912, and put into stock in 1913; and Nos. 16, 25/6/39, 41/3/8, 51/3, 64, 102/33, 265/7 and 309 were put to work in 1913. In appearance they were sturdy engines that did not in any way belie their looks. With inside cylinders of 18 in. x 26 in. and slide valves between them actuated by Stephenson's valve gear, 5 ft. 9 in. coupled wheels, and a working pressure of 175 lb. per sq. in., they were a marked advance on previous tank engines designed by the N.B.R. Prior to 1912, most of the local working on this system was in the hands of a collection of 0-6-0 and 0-4-4 tanks, helped out by older classes of tender engines, which at the best were not very good for the work demanded of them.

In their earlier days the 4-4-2 tanks were always worked with a very late cut-off and in consequence were very heavy on coal and water. After dark a "Yorkie" always gave itself away by the amount of its fire it threw out of its chimney, for the combination of an extremely short smokebox and late cut-off sharpened the blast till it had a tearing effect on the fire. Many years later the valve setting was altered slightly; this modification enabled the engines to be worked with an earlier cut-off, but although it has cut down the coal consumption a little, the engines are still notorious coal-eaters.

On delivery they were allocated to the Edinburgh and Glasgow districts and shared principally between Haymarket, St. Margarets, Eastfield and Parkhead sheds, with one or two at other depots such as Dundee and Dunfermline. Nos. 1, 25 and 141 were at Haymarket for many years and No. 1 could often be found during the 1914-18 period on the Ratho local trains and very often on the local trains to Rosyth Dockyard. Nos. 134/5 went new to Parkhead and were used on the Helensburgh and Balloch locals from Queen Street (Low Level), a service on which they provided a welcome increase in power.

A large number, including Nos. 3, 6, 12/5, 43/8, and latterly Nos. 134/5, went to St. Margarets Shed and did duty on the many branch lines in the Edinburgh area, such as Gullane, Haddington, and Dolphinton branches. For a time in their earliest days, some "Yorkies" were utilised on stopping turns between Edinburgh and Glasgow via Bathgate and Armadale, from both ends of the route, but after a period they were removed from this work owing to water capacity difficulties. As their tank capacity was only 1,990 gallons and at that period the Bathgate road was famed for its slow running water columns, the need for such a step is obvious.

In September, 1913, when the N.B.R. introduced the letter classification for engines as part of their train control

Facing Page

NORTH OF THE BORDER

Top: Class "5MT" 4-6-0s Nos. 73005 and 45319 double-head the 6.47 a.m. to Inverness out of Perth (29/7/52) [*W. J. V. Anderson*

Inset: Class "C15" 4-4-2T No. 67452 approaches Thornton Junction on the 6.7 p.m. branch train from Methil (7/52) [*W. J. V. Anderson*

Bottom: Class "D30" 4-4-0 No. 62431 *Kenilworth* bustles out of Edinburgh with a Thornton train [*J. Robertson*

scheme, the class letter allocated to the 4-4-2 tanks was "M" and a small plate was affixed to the bunker side to indicate this. To-day, many of the plates have been removed but some are still in place. On the formation of the L.N.E.R. the "Yorkies'" classification became "C15" and this was painted on the buffer beam. The L.N.E.R. first renumbered the engines by adding 9000 to the original number, which had the merit of preserving the identity of the old engine. Later, in 1946, the Thompson renumbering made them 7452-81, and under British Railways they became 67452-81.

About 1923-4 reboilering these engines began and most had been dealt with by 1930. The new boilers were exactly similar to the original type, except that latterly Ross Pop safety valves were fitted instead of the standard N.B.R. lock up type, and in many cases the L.N.E.R. type of fire-door with half-swing flap was fitted instead of the N.B. deflector door. It might have been expected that with the success of the later superheated engines of this wheel arrangement that were

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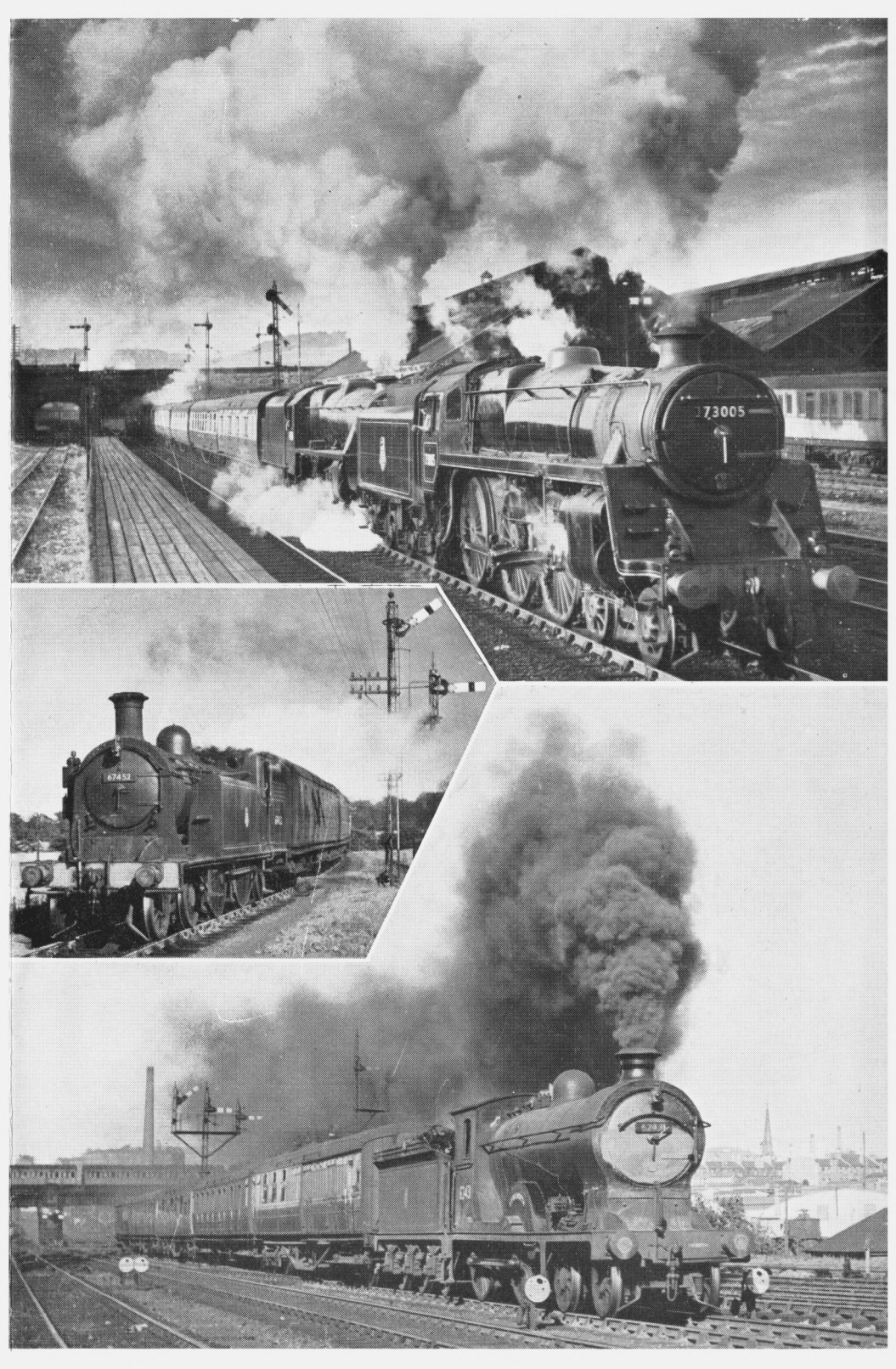
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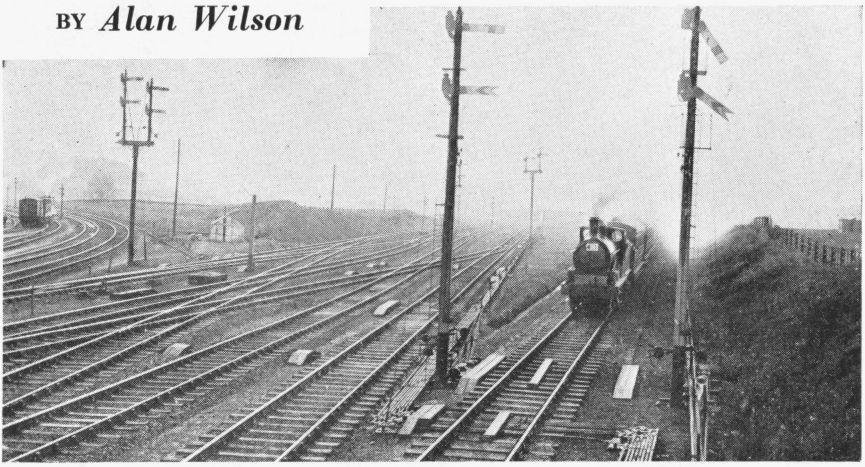
BLACKPOOL ILLUMINATIONS TRAFFIC

BY *Alan Wilson*



KIRKHAM NORTH JUNCTION, looking west—a pre-war view. From left to right the lines are to Lytham; Blackpool Central via Marton; Poulton and Fleetwood; and (the line on which the train is seen) from Blackpool. The last-mentioned crosses the Poulton line by a flyover bridge seen faintly in the background. [*J. M. Tomlinson*

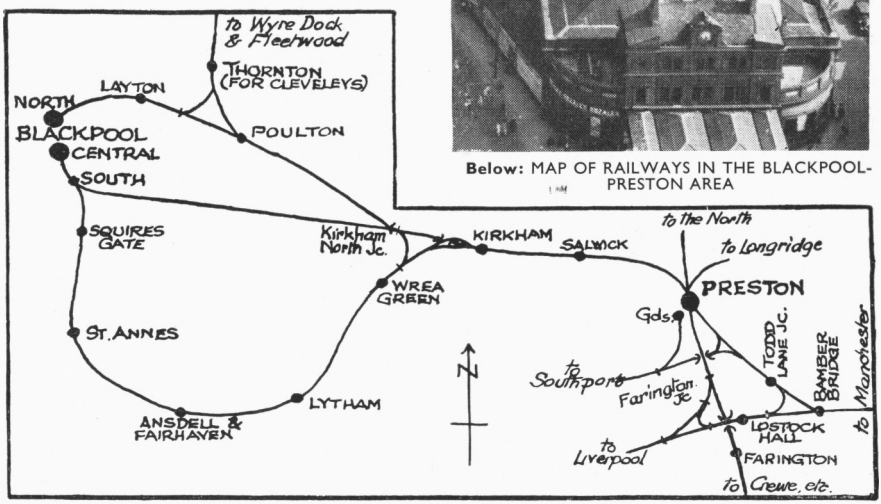
IN August the London Midland Region rolls up its sleeves in preparation for an annual event that requires the most intricate organisation of railway operating. Only weeks away now is D-day, when the Fylde Coast will be invaded by the first of scores of special trains which will carry thousands of sightseers to Blackpool and Morecambe for the Illuminations. This is actually a continuation of the summer holiday weekend and "Wakes" period traffic, but the Illuminations programme is concentrated into more regularly defined time paths. Consequently, although it involves periods of intense activity on the arrival side of Blackpool's stations throughout the day, the departures of the return trains are limited to the late evening or the early hours of the morning.

The short Blackpool Illuminations season runs from the second Friday in September to the third Monday in October inclusive. During this period, especially at weekends, trains from all parts of the country converge upon the town and, although traffic is not as heavy as in pre-war years, there is still enough of it to tax the resources of the stations accommodating it.

It will be seen from the accompanying map that all Blackpool traffic must pass through Preston. At the busiest periods, this bottleneck is nearly choked, as there are only three lanes in each direction north of the station, which have to carry not only traffic from three separate routes to east and west, but the considerable stream of trains using the main north-south West Coast route. However, some congestion, engine changing and reversals are eliminated by using the roundabout Preston (East Lancashire)-Todd Lane Junction-Lostock Hall Junction-Farington Curve Junction-Preston (North Union) route, which provides travellers with the unique experience of passing through the same station, but in opposite directions, twice in ten minutes.

Signalmen at strategic points within this area are given a great opportunity to use their own discretion and initiative in diverting trains over alternative routes and lines when circumstances demand. For instance, special trains from Yorkshire and the East Lancashire district, not booked to call at Preston, may be diverted, if necessary, via the Lostock Hall connecting line and Farington Curve Junction, instead of following the scheduled route. Return trains shown to travel via Preston (East Lancashire) must as far as possible travel over the up fast line from Kirkham, but when necessary they may be diverted at Preston via Farington Curve Junction. Drivers must be prepared, therefore, to act promptly in accordance with the signals exhibited at Bamber Bridge Junction for *down* trains and at Preston No. 4 box for *up* trains. In addition, trains using the main West Coast Route may use the up and down goods lines be-

Above: BLACKPOOL CENTRAL from the top of Blackpool Tower. The uncovered excursion platforms can be seen on the left. [*W. S. Garth*



Below: MAP OF RAILWAYS IN THE BLACKPOOL-PRESTON AREA

tween Skew Bridge and Preston No. 1 box between 9 a.m. and 6 p.m. on Saturdays, subject to a speed restriction of 20 m.p.h. on the up and 15 m.p.h. on the down goods line.

Westwards from Preston No. 5 box, the Blackpool line forms a four-track section as far as Kirkham. Here three routes diverge: route No. 1 turns south-west and later runs along the coast through Lytham and St. Annes northwards to join route No. 2—the direct Marton Line—at Blackpool South and terminate in Blackpool Central station; route No. 3 turns north-west from Kirkham to Poulton-le-Fylde, where it makes a junction with the line to Fleetwood, then terminates in Blackpool North Station. A spur connecting this line with the Fleetwood line (that is between Poulton Nos. 4 and 5 boxes) forms the Poulton triangle and provides a convenient engine-turning point for locomotives too large to be accommodated on the turntable at Blackpool North Shed.

The layout at Blackpool Central station is somewhat restricted though adequate. There are three covered island platforms and these are sufficient to cope with the ordinary traffic. To the east, however, is the unroofed excursion station of eight platforms, which is used by 95 per cent. of Illuminations excursions. The siding layout at the busiest periods is used to its utmost capacity, and empty coaches of some incoming trains have to be stabled at Blackpool South Yard, St. Annes and Kirkham. To cover the operating within Central station limits there is a signalbox with a 138-lever frame, 17 of which are spare. Additional boxes are located at Spen Dyke and Bloomfield, and there are two boxes at Blackpool South.

Blackpool North station is a more commodious affair, also of six platforms, complete with an all-over roof, but here again there is an unroofed excursion station of ten platforms provided to the north, which is used extensively throughout the period under review. Even so, alternative stabling accommodation is required at the busiest times and is provided in the commodious yards at Wyre Dock (Fleetwood). There are three signal boxes controlling the North station; No. 2 box is the largest with 68 working and 25 spare levers, No. 3 box running it a close second.

The method of dealing with incoming trains demands some ingenuity and personal control. Loudspeaker announcements direct passengers out of the station, giving details of the departure time and platform of the return train; in addition, large notice boards duplicating this information are exhibited at the ticket barriers. Meanwhile, the empty coaches are being disposed of to the stabling points. Residential stock throughout the year is generally shunted from station to excursion platforms to stand there overnight, but during the summer months and especially during the Illuminations period, it is often found elsewhere.

For the return workings, which on Saturdays run well into the small hours, crowds are formed into queues at the entrance to platforms or in the circulating areas concerned until the arrival of the empty coaches at the appropriate platform. More loudspeaker announcements are made and the augmented station staff helps considerably to avert last minute confusion and subsequent near-panic; even so it is often amazing that those passengers who have reached an advanced state of jollification or intoxication manage to find the right trains!

All this extra traffic requires extra staff—signalmen for boxes which are not normally open; additional ticket collectors, porters, carriage cleaners and police (the latter especially to control the homeward-bound crowds, which sometimes tend to get out of hand). Extra guards, engines and enginemen are always ready, prepared to work at a moment's notice almost anywhere in case of emergency. The number of extra staff fluctuates from weekend to weekend but is recruited locally as far as possible except at the busiest periods, when staff brought in from surrounding districts themselves require special trains to get home. These trains usually leave the stations concerned about twenty minutes after the departure of the last excursion and are normally provided between Blackpool Central and Lostock Hall and between Blackpool North and Fleetwood.

The number of passengers handled naturally varies a great deal according to the weather conditions at the time. Last year was not a particularly good one, but this table will give the reader some idea of passengers dealt with during a typical week during the period of the summer timetable as compared with a typical week during the Illuminations period:

Period	Blackpool Central	Blackpool Area*
Saturday, 26/7/52 ...	16 723	36,342
Week ending 26/7/52...	80,090	143,318
Saturday, 13/9/52 ...	18,594	46,554
Week ending 13/9/52...	38,229	77,436

* Blackpool area includes Lytham, Ansdell and Fairhaven, St. Annes, Squires Gate, Blackpool South and Central, Poulton, Thornton for Cleveleys, Layton and Blackpool North.

The figures include ordinary as well as excursion tickets, but the majority of those on September 13th can be taken as excursionists. Persons travelling by guaranteed excursion are not normally in-

cluded. A table has also been prepared showing the extent of the arrangements made for a typical Saturday during the Illuminations period. In addition to those trains listed, there were nine incoming and five outgoing relief trains, which, if all ordinary service trains are included, makes a grand total of 113 trains dealt with at Blackpool Central and 126 trains at Blackpool North stations on that date.

During the week traffic is light and is confined generally to guaranteed excursions and evening and half-day excursions from nearby towns. For instance, there were 35 trains on Sunday, 9 on Monday, none on Tuesday, 2 on Wednesday, none on Thursday and 2 on Friday during the week following Saturday, September 20th. This made a grand total of 112 special trains dealt with at both Blackpool stations for the week Saturday, September 20th to Friday, September 26th, 1952. In all, over 400 trains were run during the six weeks that constitute the Blackpool Illuminations period.

Generally speaking, a grand parade of locomotive types can be seen in the Blackpool area on any Saturday during this period. "Scots," "Patriots," "Jubilees" and "5MTs" are usually helped out by compounds, Midland and L. & Y. 0-6-0s, "Crabs" and other 2-6-0s, Class "2" 4-4-0s, even "WD" and Stanier 2-8-0s and 2-6-4 tanks—perhaps an ex-L.N.W. 0-8-0 may be thrown in for good measure. Last year, however, was a poor one so far as locomotive power was concerned, the majority of specials being hauled by "5MT" 4-6-0s; very few other L.M. types were seen. However, to compensate for this lack of variety, the Eastern and North Eastern Regions not only provided their usual quota of "B1s," but also a few strangers in the shape of a "D10," a "K3" and on one occasion an "O4" 2-8-0 as well as the "A1/1" *Great Northern* on the guaranteed excursion from Retford on September 20th. Thus an illuminations Saturday spent on the lineside east of Kirkham may be quite rewarding in terms of "foreign" locomotives to be seen.

My thanks are due to Mr. C. J. Vidal, District Operating Superintendent, L.M.R., Preston, and Mr. F. L. Jones, District Public Relations Officer, L.M.R., Manchester, for their help in the preparation of this article.

BLACKPOOL ILLUMINATIONS TRAFFIC

Saturday, September 20, 1952

Excursion from	Arr.*	Stabled at	Dep.
	a.m.		
Aberdeen ...	6.51 (C)	St. Annes	9.55 Su
Fleetw'd(IOM)	7.50 (N)	North	11.5 p.m.
Plymouth ...	8.2 (N)	Wyre Dk.	12.40 Su
Fleetw'd(IOM)	8.10 (N)	North	11.35 p.m.
Hyde North...	9.31 (C)	Central	8.40 p.m.
Hyde North...	9.38 (C)	Central	8.50 p.m.
Batley ...	9.46 (C)	Central	8.30 p.m.
Heckmondwike	9.51 (C)	Central	8.55 p.m.
Earlestown ...	10.35 (N)	North	10.5 p.m.
Birmingham ...	10.40 (N)	North	11.20 p.m.
Sheffield Vic....	10.42 (C)	Central	10.45 p.m.
Earlestown ...	10.47 (N)	North	10.15 p.m.
Sheffield Vic....	10.47 (C)	Central	9.50 p.m.
Coventry ...	11.0 (N)	Wyre Dk.	11.30 p.m.
Nottingham ...	11.39 (N)	North	11.10 p.m.
Nottingham ...	11.54 (N)	North	10.55 p.m.
	p.m.		
Manchester Vic	1.12 (N)	North	9.15 p.m.
Birmingham ...	1.20 (N)	Wyre Dk.	11.40 p.m.
Tunstall ...	1.27 (N)	North	9.40 p.m.
Oldham ...	1.28 (C)	Central	9.57 p.m.
Retford ...	1.42 (N)	Wyre Dk.	12.1 ngt.
Stechford ...	1.49 (C)	Kirkham	12.50 Su
Kippax ...	1.54 (C)	Central	10.52 p.m.
Derby ...	1.58 (N)	Wyre Dk.	12.47 Su
Chatburn ...	1.59 (C)	Central	7.50 p.m.
Leeds ...	2.0 (C)	Kirkham	11.22 p.m.
Knottingley ...	2.8 (C)	Central	12.20 Su
Warrington ...	2.8 (N)	North	9.10 p.m.
Walsall ...	2.17 (N)	North	12.7 Su
Spon Lane ...	2.37 (N)	Wyre Dk.	12.15 Su
Greenfield ...	2.43 (N)	North	9.34 p.m.
Liverpool Ex.	2.44 (C)	Central	9.22 p.m.
Castleford ...	2.49 (N)	North	12.20 Su
Sheffield Mid.	2.49 (C)	Kirkham	1.55 Su
Bradford ...	2.54 (C)	Kirkham	12.12 Su
Leicester ...	2.54 (N)	North	11.0 p.m.
Aston ...	3.1 (C)	Central	12.7 Su
Hazel Grove...	3.0 (N)	North	9.5 p.m.
Colne... ...	3.5 (C)	Central	10.15 p.m.
Orrell Park ...	3.6 (N)	North	10.0 p.m.
Ayr	3.11 (N)	North	11.55 p.m.
Leeds ...	3.22 (C)	Central	11.30 p.m.
Birmingham ...	3.22 (N)	North	1.35 Su
Heeley ...	3.29 (C)	Kirkham	11.45 p.m.
Holyhead ...	3.40 (N)	North	1.5 Su
Nottingham ...	3.46 (N)	North	12.35 Su
Blythe Bridge	4.5 (C)	Central	9.5 p.m.
Gloucester ...	4.11 (C)	Kirkham	1.30 Su
Knottingley ...	4.17 (C)	South Yd.	11.50 p.m.
Hereford ...	4.23 (C)	Kirkham	12.30 Su
North Shields	4.29 (C)	Central	11.35 p.m.
Saltburn ...	4.42 (C)	Central	11.15 p.m.
Southport ...	5.15 (N)	North	1.40 Su
Manchester Vic	5.20 (N)	North	1.20 Su
Skelmersdale	5.27 (N)	North	12.55 Su
Chatburn ...	5.32 (C)	Central	1.35 Su
Burnley ...	5.38 (C)	Central	12.55 Su
Kearsley ...	5.47 (C)	South Yd.	1.25 Su
Colne & Skipton ...	5.54 (C)	Kirkham	1.15 Su
Farnworth ...	5.56 (N)	North	1.47 Su
Stalybridge ...	6.0 (C)	Central	1.5 Su
Bacup... ...	6.5 (C)	Central	12.35 Su
Todmorden ...	6.10 (C)	Central	1.20 Su
Oldham ...	6.20 (N)	North	1.30 Su

* (C) = at Blackpool Central; (N) = at Blackpool North. Return trains start from same station as that in which they arrived.

COACHMEN'S CORNER

● On the evening of June 28th, Aberdeen Joint station was graced by no fewer than three train sets of Southern Region coaching stock. One set of eight thirds was parked in the rarely-used No. 9 platform, another arrived as a troop train at 4.50 p.m., and—most remarkable—the third formed the 7.20 p.m. to Kings Cross, writes Mr. G. Reid. The last-mentioned included one S.R. brake third and one L.M. first vehicle, but the remaining nine coaches were all Southern firsts, one of them a brake end! In case any reader can trace how this odd set made its way up to Scotland, the numbers of the vehicles were S6583/5, 7175/8/82/5, 7200/4, 7662/3.

● The up "Royal Scot" was a diverting sight on May 29th, for its normally exclusive rake of standard stock was disfigured by ex-North British third No. SC3588E in crimson and cream livery, writes Mr. M. B. Dean.

● On July 1st, we noted a Cafeteria car on the 9.55 a.m. Newcastle-Liverpool.

Revolution

ON THE CAMBRIDGE MAIN LINE

By G. Freeman Allen

WITH the arrival of a second batch of "Britannia" Pacifics at Stratford and Norwich, the service on a second former Great Eastern line has now been completely reorganised. The new Cambridge timetable has not received quite the acclaim that greeted the revised Ipswich route schedules in 1951; nevertheless, since the accelerated Cambridge passenger trains have had to be fitted in amongst a heavy freight traffic, principally between Temple Mills (Stratford) and Whitemoor (March) yards, and bearing in mind the peculiar layout at Cambridge and limited station facilities at Ely, the reconstituted timetable is no whit less interesting.

The new Cambridge passenger service is only a halfway stage in the development of this route. British Railways intend to accelerate the freight traffic also to higher average speeds by the use of the Pacifics as true mixed traffic engines on fast goods work as well as passenger trains, and by allocating 20 of the new 2-10-0s soon to be built at Crewe (originally it was hoped they would be ready in time to inaugurate new schedules for both passenger and freight trains this summer) to the heavy goods traffic.

Had the first plans for railways to Cambridge materialised it might have been more than goods traffic that passed through the University Town to the North of England. An ambitious scheme by John and George Rennie in 1825 contemplated a line from London Bridge via Ware to Cambridge and thence on to Cromford, in Derbyshire, where the line would link up with the proposed High Peak Railway and open a route to Manchester. Neither this plan, nor the next two of 1834/6, both for railways from London through Cambridge to York, the first via Bishops Stortford and the second via Dunmow and Saffron Walden, bore fruit, but the Bishops Stortford route did form the basis of the Northern & Eastern Railway that was opened between Stratford and Broxbourne on September 15, 1840, and extended to Harlow in August, and Spelbrook in November, 1841.

The promoters of this line had hoped it would be the first stage of a London-Cambridge - Peterborough - Lincoln-York railway, with a branch to Norwich and Yarmouth, but Parliament assented only to a line between London and Cambridge. Even that proved beyond the capacity of the Northern & Eastern's assets. Upon reaching Broxbourne the company had to seek permission to abandon their intention to serve Cambridge; it was May, 1842, before they had reached Bishops Stortford, which became the terminus, and for a year it was left to an independent organisation to try without success to extend the line on to Cambridge, while other dissatisfied elements attempted to revive the proposed Ware route to Cambridge, starting from a London terminus at Islington. The Northern & Eastern had originally intended to have its own terminus at Islington, but its capital was not adequate to underwrite the costly tunnelling that would have been necessary and so the line began from a junction with the Eastern Counties Railway at Stratford; after some haggling, and on terms very favourable to the E.C.R., the N. & E.R. finally was granted running powers from Stratford into the E.C.R.'s Shoreditch terminus. As the E.C.R. was a 5 ft. gauge line, the N. & E.R. naturally had to follow suit.

By 1843 the N. & E.R.'s financial horizon was brightening, despite the fact storms were gathering about the heads of its directors for their unenterprising conduct of the railway, and it was authorised to extend the line beyond Bishops Stortford to Newport. In 1844, a further Act granted permission for a continuation through Cambridge to Ely and Peterborough, but in that year the N. & E.R. and the E.C.R. completed a merger and three months later the E.C.R. adopted standard 4 ft. 8½ in. gauge. The remainder of the line from Bishops Stortford to Cambridge and beyond was put down to 4 ft. 8½ in. gauge, and, after the Stratford-Bishops Stortford section had been relaid, the first public train service between London and Norwich via Cambridge was able to begin on July 30, 1845, using a newly built line from Brandon to reach Norfolk.

Between 1850 and 1855 the Eastern Counties ran some of the fastest trains in Britain between Stratford and Cambridge—indeed, only the G.W. and G.N. timetables could show anything superior. Old Jones & Potts 6 ft. single drivers were to be found hustling rakes of four-wheelers up the Lea Valley at speeds in the sixties, and the fastest booking was a quite remarkable one for those days of 75 minutes for the 54 miles. However, there was a distinct recession in train speeds from 1855 until the early 1880's,

when the appearance of the first G.E. four-coupled engines coincided with the opening of the joint line from March to Doncaster (which finally afforded the erstwhile N. & E.R. its long dreamed-of route to York); some of the fastest G.E. trains were then the newly-introduced through expresses to Doncaster, and later York, from Liverpool Street (which, following the amalgamation of the Eastern Counties, Eastern Union and Norfolk Railways into the Great Eastern in 1862, had been opened as a London terminus for local trains in 1874 and for all trains in 1875). The fastest of them, the 11.5 a.m. and 4.32 p.m. from Liverpool Street, ran the 55¾ miles to Cambridge in 72 minutes non-stop.

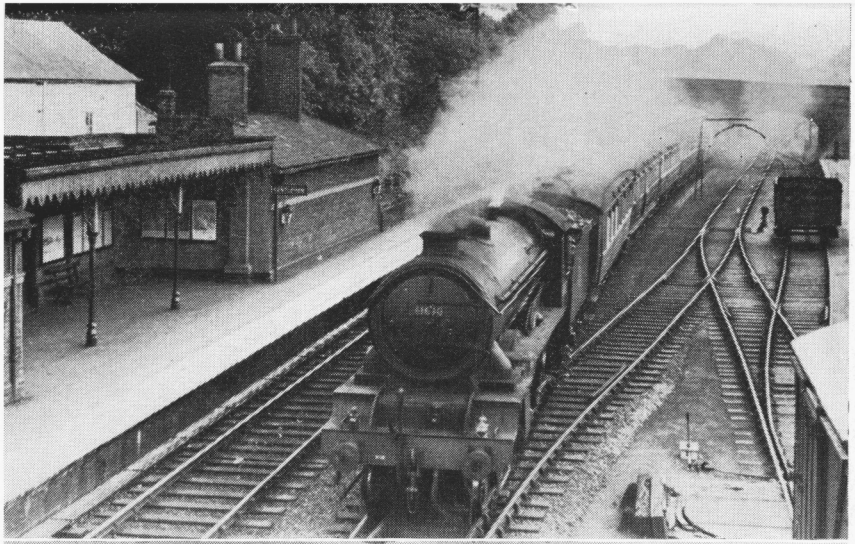
By 1914, the best time had been reduced to 71 minutes, but this was by the 12.20 p.m. from St. Pancras, which was non-stop to Cambridge. After the opening of the Tottenham & Hampstead Joint Railway in July, 1868, the G.E.R. from 1870 worked four expresses each way between St. Pancras, Ely and Norwich for a number of years, in addition to two local services, one to and from Hertford, the other to and from Tottenham, powering the trains with their own locomotives. At the outbreak of World War One, the timetables showed only two expresses each way—12.22 and 5 p.m. out of and 11.5 a.m. and 6.11 p.m. into St. Pancras—but there were several services as far as Tottenham, which were there attached to down trains from Liverpool Street or, for a few years, slipped at Tottenham for onward working to St. Pancras in the up direction. (It should be added that in days gone by certain Great Eastern trains used to slip coaches at Broxbourne, Bishops Stortford and Audley End.) In January, 1917, however, regular G.E. use of St. Pancras was discontinued apart from a short-lived restaurant car express at 7.45 a.m. from Hunstanton and 11.50 a.m. from St. Pancras to Hunstanton that was put on in the mid-summer of 1922. Nevertheless, some G.E. workings into and out of St. Pancras remained, for it was not until after the grouping that Royal Trains to and from Sandringham used Kings Cross. In G.E.R. days they followed the Bishops Stortford-Cambridge route and, to avoid both road and rail congestion in the City, usually began and ended their journeys at St. Pancras.

From 1914 to 1939 the best time by a train from Liverpool Street to Cambridge stopping intermediately, as most trains on this line have always done at least at Bishops Stortford, remained stationary at 76 minutes. In 1938, however, a regular daily non-stop service was instituted, when the G.E. line was given a Cambridge buffet express service from London in addition to that which had been earning golden opinions on the Kings Cross-Hitchin-Cambridge route since 1932. The fastest of these new workings (the 11.10 a.m. from Liverpool Street and 2.20 p.m. from Cambridge) all of which were non-stop between Liverpool Street and Cambridge, and restricted to five bogies, cut the time to 65 minutes, but with the outbreak of World War Two all were discontinued.

A glance at the gradient profile of the Liverpool Street-Cambridge line does not suggest that it should be inimical to reasonably fast schedules. However, the Cambridge line has always been littered with speed restriction signs and even now, after some improvements to the track to accommodate the new service, it has been impossible to do more than raise the overall speed limit to 70 m.p.h. between Broxbourne and Cambridge, except for the stretch between Bishops Stortford and Elsenham (restricted to 60 m.p.h. in both directions) and between Elsenham and Audley End (restricted to 65 m.p.h. in both directions). A permanent restriction to 25 m.p.h. is in force through Bishops Stortford. Principally it is curvature and heavy traffic of varying speeds that have combined to keep the overall timings of the best Cambridge trains down to a comparatively low average.

The 1 in 70 climb out to Bethnal Green is common to all trains leaving Liverpool Street, and at that point the Cambridge line, four track as far as Hackney Downs, where the Palace Gates-Enfield branch diverges to the left, begins the most sinuous of paths. Through Clapton the Cambridge line trains (including the Hertford branch services) share double track with the busy Chingford service, which branches away at Clapton Junction, crossing over the double track which comes in on the right from Stratford at Copper Mill Junction. Between 1903 and 1906, plans were completed to quadruple the line from Temple Mills out to Broxbourne, but for cost reasons they were never put into effect, unfortunately. A number of Hertford branch trains and a few stopping Cambridge line trains run to or via Stratford, but the majority of the traffic taking this route is freight.

From Copper Mill Junction there are four tracks as far as Picketts Lock box, south of Ponders End. The slow lines are worked on the "permissive sight" principle and, since no block system is operative, the signals are sited only where they guard obstructions such as level crossings (of which there are a large number, both controlled and oc-



FACING PAGE

Top left: Class "K3" 2-6-0 No. 61977 threads Audley End cutting with a southbound coal train (30/5/53)

Top right: The 10 a.m. Liverpool Street-Cambridge has long been a regular duty of the E.R. Royal Engine, Class "B2" 4-6-0 No. 61671 *Royal Sovereign*, which works to Kings Cross and back from Cambridge in the afternoon. The 10 a.m. was photographed on the winding stretch of the Cambridge line between Bishops Stortford and Stansted.

Bottom left: Class "K3" 2-6-0 No. 61805 shuts off for a signal check at Shelford on a down Saturday extra (30/5/53).

Bottom right: "WD" 2-8-0 No. 90319 approaches the ornamented entrance of Audley End tunnel with a down goods (30/5/53).

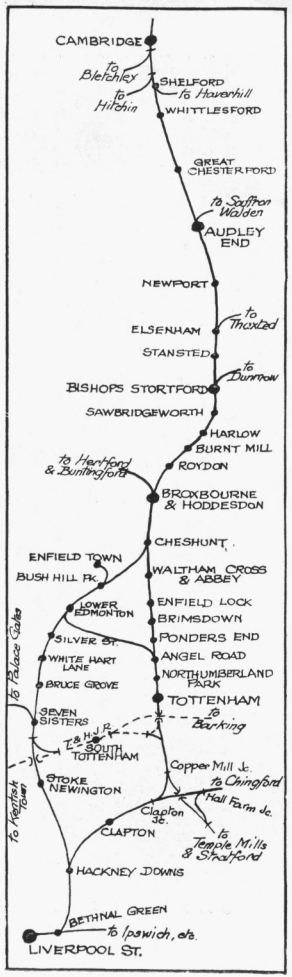
A MAY SATURDAY ON THE CAMBRIDGE LINE

THIS PAGE

Left upper: Class "B17" 4-6-0 No. 61630 *Tottenham Hotspur* brakes for the Audley End stop with the 8.32 a.m. Norwich-Liverpool Street express. Up and down platforms at Audley End are staggered, as at other stations on this route (30/5/53).

Left lower: Class "G5" 0-4-4T No. 67269 sets off from the branch platform at Audley End with the 11.19 a.m. to Saffron Walden, watched by the Editor of this journal from the platform. The main station is out of sight in the background (30/5/53).

[All photos by R. E. Vincent



cupation, throughout the whole length of the Cambridge line) or where other running lines foul the slow tracks. Hence the signals, which do not indicate the occupation of the line ahead but only its freedom or otherwise from obstruction where they are placed, are normally off.

South of Tottenham station the Cambridge line makes a triangular junction with the Tottenham & Hampstead Joint line. Tottenham (6 miles) is the first station of importance, dignified by an appearance in the line's main timetable and the service of two fast trains to Cambridge daily. Fast and slow lines flank carriage sidings at its southern end and on the other side, adjoining Northumberland Park station, is an extensive marshalling yard, fed daily by two goods workings from Whitemoor, at which traffic for suburban stations in the area is sorted. Angel Road is the junction for the Churchbury loop, an alternative route to Cheshunt now used only by freight; its passenger trains to Lower Edmonton were withdrawn from the Cheshunt end as long ago as July, 1919, from Angel Road in September, 1939.

Since Hackney Downs, the character of the traffic using the line has changed. On all four tracks, the number of trains passing Hackney Downs on an average day (not a Saturday) is 198 down and 192 up, of which four only are goods. Tottenham, on the other hand, sees about 100 each way every day, very nearly half of which are goods workings joining or leaving the Cambridge line at Copper Mill Junction. Except for loops between Ponders End and Brimsdown (down) and Enfield Lock and Brimsdown (up), which, with the two at Audley End, are the only ones between Tottenham and Cambridge that can be used for passenger trains, there are but two tracks available for the heavy traffic between Tottenham and Broxbourne. Railwaymen who lead a very busy life as a result are the signalmen at Ponders End, for that station is flanked by two level crossings. Beyond them, the huge power station at Brimsdown dominates the view to the right, and north of Cheshunt, a station with two bay platforms that must see little use as no trains terminate or start there, the railway threads a path through a sea of greenhouse glass. All the way to Bishops Stortford the gradients are generally easier than 1 in 300, though there is a momentary 1 in 291 up south of, and 1 in 241 north of Broxbourne, on the gradual climb to Elsenham summit.

The next loops are laid out to both tracks at Wormley box, about two miles from Broxbourne station, junction for the Hertford and Buntingford branches. Throughout the day at least one train every half-hour in each direction calls at Broxbourne on its way to or from the branches, but the station is also well-served by main line expresses. Its down platform is adorned by one of the cheeriest little railway buffets I have ever seen—though it is odd that it is to be found here and not at the larger Bishops Stortford station. The up platform is an island. If you are ever catching an up Hertford line train there, by the way, don't be alarmed if it races through without stopping, as some do to reverse into the relief road to pick up strengthening stock and passengers. At Broxbourne, as further south, there are goods loops worked on the "permissive sight" principle.

Adjacent to the branch junction beyond the station is a handsome new power station with extensive sidings worked by B.E.A. 0-6-0 tanks, one of the many new industrial installations that in recent years have increased goods traffic in the Lea Valley. There is little to remark upon between Broxbourne and Bishops Stortford, except that there are up and down goods loops at Roydon, Harlow and Spelbrook (a box just over two miles from Bishops Stortford that is a timing point for all trains in the working book).

The staggered platforms of Bishops Stortford are laid on a sharp "S" curve, and the station layout generally is awkward. This is the most important intermediate station before Cambridge, though it has lost the Dunmow branch passenger service from its up island platform, (*see the May, 1952 issue, page 180, where Bishops Stortford station also was illustrated*). That branch now handles only three or four goods trains each way daily; to work these and some of the stopping train turns in both directions from Bishops Stortford three "J17" 0-6-0s and six "L1" 2-6-4 tanks are allocated to the "shed" here, which is nothing more than a coal stage flanked by two sidings, one ending in a turntable, crammed into a skimpy space opposite the down platform. In the normal Mondays-Fridays service only two trains each way do not stop at Bishops Stortford, among them, of course, the line's all-the-year-round "titled train," the "Fenman."

Beyond Bishops Stortford the line develops its curving character in earnest and from Stansted there is a nasty little climb ending at 1 in 107 up to Elsenham—another junction bereft of its branch service, in this case both passenger and goods to Thaxted (*and pictured on page 26 of our January, 1952 issue*); up and down loops are provided here. Then comes a four-mile descent at 1 in 322/176/254 to Newport, an enchanting little

village crowned by a square church tower, followed by a short ascent ending on 1 in 130, to Audley End, the country junction for the Saffron Walden-Bartlow branch. In earlier G.E.R. days Saffron Walden engines had through workings to London. Audley End enjoys a good service of both express and stopping trains in both directions. Beyond the station the main line is flanked by the two passenger loops previously mentioned. Here we are in a deep cutting, much deeper, in fact, than the terrain above Audley End tunnel, whose ornamental entrances can be glimpsed in the distance. The explanation for this incongruity is that in 1845, Lord Braybrooke, whose family owns the land above the tunnel, forced the Eastern Counties Railway not only to go underground there but also to provide the decorative tunnel entrances; originally there were to have been three bores, but his Lordship finally settled for two, the adjacent Audley End and Littlebury tunnels.

There is a long up loop at Littlebury and one notices here, as elsewhere on the route, a mixture of colour light and semaphore signals (only one box, Sawbridgeworth, seems to have nothing but colour lights under its control). Since the 1930's there has been a gradual progress on this route with colour light installations of both kinds, searchlight and multiple aspect, particularly for intermediate block signals, of which there are examples here at Littlebury (up), Cheshunt Junction (down), Wormley (up), Roydon (down) and Sawbridgeworth (up and down). There are also some automatic colour lights between Elsenham and Newport and the down signal at Littlebury is semi-automatic. From Audley End there is a long descent of some 10½ miles, at its steepest (1 in 135/163) below Littlebury, down to Shelford, where the Haverhill branch comes in on the right to join the main line and Cambridge is only minutes away. The last running loops are to be found on both sides at Whittlesford.

Until this summer there was only one regular Pacific working between Cambridge and Liverpool Street, the engine off the down "East Anglian" returning to Stratford on the 10.35 p.m. from Norwich, although these engines occasionally appeared on other workings, especially the "Fenman." In the reorganised timetable, however, the Cambridge line is now involved in 12 Stratford Pacific diagrams—five out and home by that route; four out to Norwich via Cambridge and back via Ipswich; and three out via Ipswich and back via Cambridge. Many of these diagrams involve two trips from London to Norwich and back in a day. Through running by Pacifics between London and Norwich via Cambridge and their increased utilisation will effect considerable economy in operating costs. In the past, almost every express has changed engines at Cambridge.

As is well known, most main line departures from Liverpool Street and Cambridge this summer have been adjusted to 24 or 54 minutes and 15 or 45 minutes past the hour respectively, and at the same time, while the services have been better spaced out, some gaps in the passenger services have been extended to provide more "elbow room" for the freight "rush hours;" for example, the previous interval between the 10 a.m. and 11.50 a.m. trains from Liverpool Street to Cambridge has now been lengthened by putting the first one forward to 9.54 a.m. and the second back to 12.24 p.m. (in the winter Monday-Friday timetable; in the summer schedules some holiday trains have been interspersed). All the principal trains have been accelerated by an average of 11 minutes. The best down times are made by the 10.54 a.m. and 4.30 p.m. (the "Fenman") from Liverpool Street, both of which are non-stop to Cambridge in 68 min., but these are 4-6-0 workings and therefore restricted to 300 tons (9 bogies); in the up direction, the 8.45 a.m. (the "Fenman") and 8.45 p.m. from Cambridge, also 4-6-0 turns, are the nonstops to London and booked to run the 55¾ miles in 68 and 69 minutes respectively.

One up Sunday train, however, the 7.15 p.m. from Cambridge, breaks all records by making the trip to Liverpool Street in 64 minutes non-stop. This is the only Pacific trip restricted to 300 tons. The remainder of the 4-6-2 passenger duties on weekdays (8.24 a.m., 12.24, 2.24, 5.54 and 7.24 p.m. from Liverpool Street; and 10.4 a.m., 12.15, 3.45, 4.45 and 7.15 p.m. from Cambridge) are loads of 400 tons maximum (12 bogies), which make one or more of the three principal stops at Broxbourne, Bishops Stortford and Audley End. Two other Sunday workings on this line that should be mentioned are the 6.25 p.m. from Norwich, Pacific-hauled, which calls only at Ely and not Cambridge; its arrival in Liverpool Street at 9.6 p.m. gives it the fastest timing ever from Norwich via Cambridge. The Sunday 3.30 a.m. newspaper train from Liverpool Street is non-stop to Cambridge in 68 minutes.

On summer Saturdays this year the Cambridge line is taking some holiday traffic off the Colchester route. The 9.9 a.m. from Liverpool Street stops at Cambridge only for water and bypasses Norwich on the Wensum curve to ter-

minate at Yarmouth Vauxhall; the 10.30 a.m. "Holiday Camps Express" is non-stop to a halt for water at Ely and makes its first public stop at Wroxham on its way to Caistor-on-Sea; and the 9.47 a.m. to Cromer calls only at Cambridge and Wymondham. There are similar up workings.

The Cambridge line freight traffic consists of two main flows: coal and goods from the Midlands and the North to London, concentrated at Whitemoor; agricultural produce from Cambridgeshire and West Norfolk to London, concentrated at Cambridge; and, of course, returning empties. There are 24 booked daily workings from Whitemoor to the south, 18 to Temple Mills, two to Northumberland Park and one each to Stratford Market and Spitalfields. Before the war Gresley 2-8-0s were a familiar sight on these heavy goods trains, but now they have been superseded principally by "WD" 2-8-0s, of which there are 57 at March. Before the war, moreover, these trains were worked by March to Temple Mills as a lodging turn, but now the March engines are worked by their own crews as far as Cambridge only, where all through freights stop for water, and there taken over by Cambridge men for the run to London and back (an average coal train time for the journey is 4¼ hours); on the new 2-10-0s, however, the March crews will work to Temple Mills and back in a day. These new 2-10-0s will not be the first of their wheel arrangement on this line, for some of the "WD" type appeared on March-Temple Mills workings in early 1945. During the war, too, U.S. 2-8-0s and Stanier 2-8-0s then in L.N.E.R. service were commonly seen on Cambridge main line freight jobs.

The freight train length limits are 80 wagons up and 75 wagons down, but the "WD" 2-8-0s' maximum of loaded coal wagons is 49, two more than for the "K3s," "K1s" and "J20s" which are also to be seen working south from March; "J19s" and "J17s" are allowed 42 and 36 loaded wagons respectively. The venerable "J15s" potter about on local goods work. There are five booked goods workings each day from Cambridge—three to Temple Mills, one each to Spitalfields and Acton—and other goods trains to and from Spalding, Kings Lynn and Norwich use the route.

Almost every G.E. type of locomotive has worked over the Cambridge line (which is R.A.7 in the E.R. route availability code, with "K3s" also permitted) at one time or another, not to mention several G.N. types, such as the "K2" 2-6-0s, which were a familiar feature when I knew the line well in the 1930's. Before the war they were often used on some of the principal expresses. I recall, too, one depressing up journey from Cambridge in 1945 or 1946 behind a "J39" on an evening "express"; at that time I believe these 0-6-0s were more than once pressed into similar and most unsuitable use. Although the familiar features of to-day's "Britannia" Pacifics, "Sandringhams" and "B1s" on the expresses, "L1s" or sometimes "N7s" on the outer suburban trains and "WDs," "K3s" or "K1s" on most of the freight trains, may not have the same attraction as the graceful outlines of yore, the line is now, even more than twelve months ago, well worth a visit. The first accounts I have heard of performance on the Cambridge line this summer are quite startling, one showing a sprint from Bishops Stortford to Tottenham in under even time (although some of the speeds recorded seem a trifle hard to reconcile with the official maxima I quoted earlier!). I am grateful to the Public Relations Officer of the Eastern Region and to the Assistant Operating Superintendent of the Eastern Division, E.R. for facilities afforded me to revisit it and for their ready assistance over details of this article.

NEWS FROM OVERSEAS

● To reduce expensive imports of timber from France, the C.I.E. is to introduce concrete sleepers extensively on its running lines, in conjunction with increased welding of rail sections; the latter is a practice to which the use of concrete sleepers is particularly suited as concrete's heavier weight than wood is more effective in maintaining rails in correct alignment.

● Additions to the world's underground railways are now under construction at Budapest and Toronto, the latter to a gauge of 5 ft.

● The Spanish Railways have embarked on an extensive reconstruction scheme that involves 850 miles of electrification, the scrapping of 1,200 locomotives, the rebuilding of 1,890 existing steam locomotives and the purchase of 534 new ones. Among the last-mentioned are 2-10-2 and 4-8-0 types for freight work, two 4-8-2 designs and a 4-8-4 for passenger work. The first of a new 104½-ton 2-8-2 mixed traffic class, of which 25 are being built by the North British Locomotive Co. and 100 in Spain from parts supplied by the British firm, are now in service.

WE MUCH REGRET THAT PRESSURE OF CURRENT NEWS HAS FORCED US TO POSTPONE PART FOUR OF "OVER THE PENNINES FROM DARLINGTON TO PENRITH" UNTIL SEPTEMBER

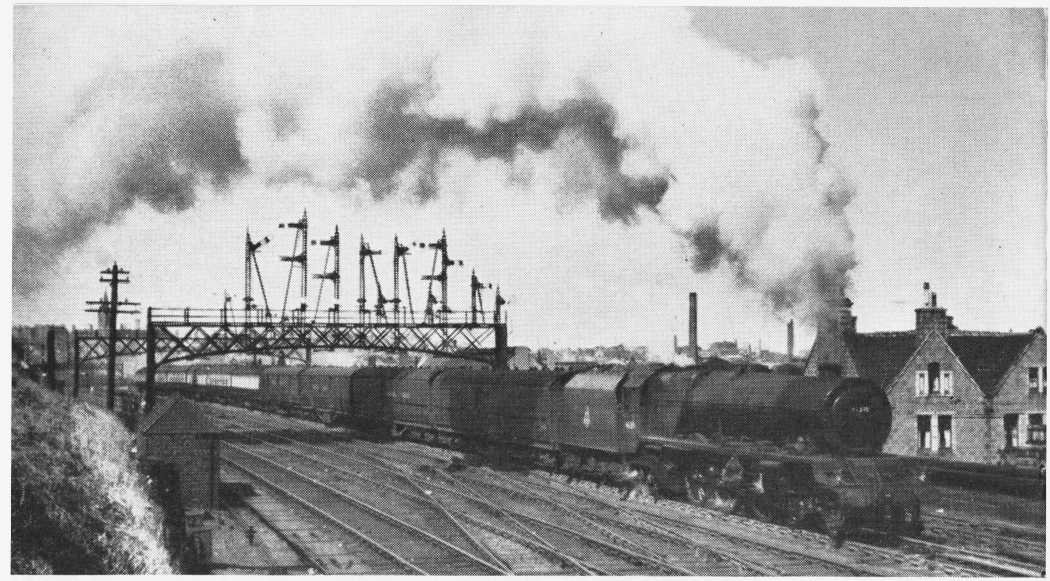
LETTERS [*Concluded from page* 317]

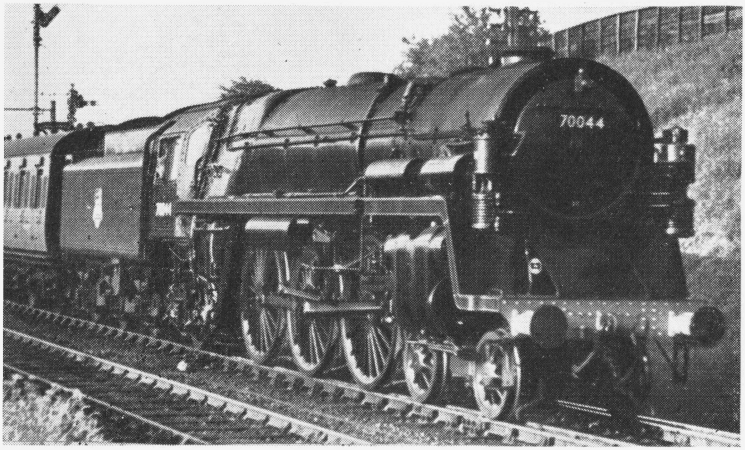
be a Selby turn. I suggest the engine was on loan to replace a "D20" or "4MT" undergoing repair and not a "B16." Such a loan is a common occurrence in winter and summer alike; for instance, during the week ending September 20, 1952, No. 62745 of York was working from Selby shed.

I might also add that the "D20s" at Selby are maintained as standbys on Saturdays during the summer season to assist on heavily loaded holiday expresses, their place being taken on local turns by the "4MT" 2-6-0s—hence Mr. Hoole's observation of the former as pilots on expresses.

York. DAVID BERTRAM.

CONTRAST IN TEMPI—**Above:** "Patriot" Class 4-6-0 No. 45501 *St. Dunstan's* warms to its job on the Sunday 10.50 a.m. Manchester (London Road)-Cardiff and Plymouth express. Photographed at Handforth Siding, Cheshire (1/3/53). **Below:** "Crab" 2-6-0 No. 42874 lumbers down the Midland main line north of Radlett, Herts, with a northbound evening goods (21/7/50). [*T. Lewis, E. D. Bruton*

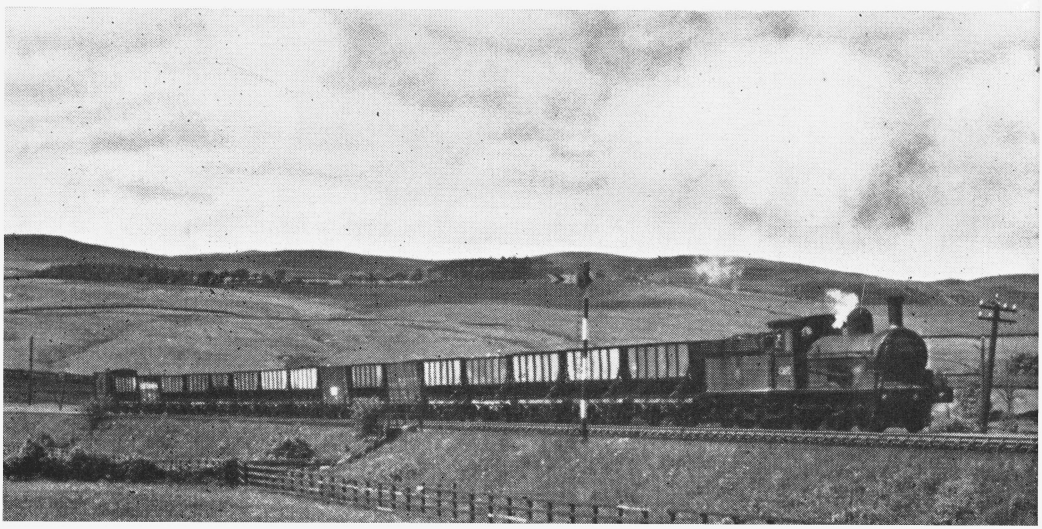




Above: THE "WEST COAST POSTAL"—Pacific No. 46210 *Lady Patricia* climbs out of Aberdeen with the 3.30 p.m. mail from Aberdeen to the south (23/7/52) [*P. J. Lynch*

Left: GUINEAPIG—Class "7MT" Pacific No. 70044, one of two of this class temporarily fitted with Westinghouse brake gear for fitted freight train tests; both have been working Manchester-Euston turns from Longsight shed. [*H. P. Chalkley*

Below: PENNINE PASTORAL—A typical train of empty coke wagons from the Barrow-in-Furness area to the north-east begins the long climb over the Pennines through Kirkby Stephen to Darlington behind Class "J25" 0-6-0 No. 65695 (30/5/52). [*E. D. Bruton*



New light on the "LEADERS"

—BY "*Shedmaster*"—

THE sad inaccuracy of the popular Press when dealing with railway matters was recently exemplified by an article in a national Sunday newspaper on the "Leader" class. The withdrawal of Mr. Bulleid's unconventional design before it had ever been used in regular service was played up on the paper's front page as blatant evidence of an inefficient nationalised system's waste of money. What are the facts? It should be pointed out, in the first place, that the expenditure on the experiment was small by comparison with the abortive attempt to turn the railways over to oil-firing on a large scale. Secondly, neither of these schemes was initiated by the nationalised British Railways. Finally, money must be spent upon research and development in all branches of industry if stagnation is to be avoided. Progress is not achieved without set-backs.

The genesis of the "Leader" Class can be traced to a noticeable deficiency of large passenger tank engines in the locomotive stock of the late Southern Railway, as a result of which heavily-used branch line services suffered. The "Leader" Class was intended to fill this breach, and to be an advance upon any existing design of tank engine by virtue of possessing the power of a "West Country" Class Pacific and the double-ended driving positions of a diesel or electric locomotive; it was to be suitable for use both on branch lines and on main lines, within the limits of its coal and water capacity, which were 3 tons and 2,500 gallons respectively.

The "Leaders" were to burn home-produced fuel, but whether or not the fireman's functions could have been carried out comfortably and efficiently in the small space left for him amidships, under the rather warm conditions, was a question never finally resolved. The upper portion of the locomotive was occupied by the boiler, the smokebox and the coal and water compartments. A gangway of restricted dimensions joined the two driving ends. The boiler barrel was of the conventional smoke-tube pattern, with an extended crown supported by four thermic syphons. The firebox, however, was constructed of steel plate lined with refractory material, in lieu of the usual stayed water-spaces, the maintenance of which represents a large proportion of the expenditure upon boiler repairs.

In the end, unfortunately, the original design of firebox proved to be one of the weaknesses of the design. A good deal of trouble was found in maintaining the fire-brick lining, owing to normal vibration amongst other things, and increasing the thickness of the lining had the effect of reducing the grate area. This, in turn, could not be expected to improve the steaming capacity of the boiler, which was already well taxed by the need to supply six cylinders.

The two six-wheeled bogies each had a fabricated block of three cylinders, driving direct on to a three-throw crankshaft on the middle axle of each bogie. These crank-axles were fairly heavily loaded, and were coupled by chains to the other pairs of wheels. The valves were of sleeve pattern and driven by the Bulleid-Walschaerts valve gear. A good deal of development work would have been required before the valves could be regarded as thoroughly steam-tight and reliable. Lubrication, too, has always been a formidable problem with applications of sleeve valves to steam and internal-combustion engines. On the "Leader" Class, oil supplies to the engines were looked after by a battery of mechanical lubricators, while steam-driven circulating pumps supplied oil to the enclosed valve-motion. The coupling chains also were provided with oil-bath chain cases. Oil consumption in normal service doubtless would have been heavy.

All axleboxes were fitted with roller bearings, and No. 36001, which was the first and only locomotive to be fully completed and run under test, showed at times an excellent turn of speed. The riding was very smooth and steady, but the atmospheric conditions in the body of the locomotive, particularly at the smokebox end, left much to desired. There were also difficulties in cleaning the smokebox and the firegrate during disposal operations.

Comprehensive trials were run in conjunction with the ex-North Eastern dynamometer car, and comparative tests were made with a "U" Class 2-6-0. The loads observed to be hauled by No. 36001 during trials were below 300 tons and it can only be deduced that the performance fell a long way short of the rated tractive effort. These trials extended over a lengthy period and were interrupted by mechanical troubles of one kind or another, and by shortage of steam on more than one occasion, due to difficulties with the boiler previously mentioned.

It will be noted from the general description of the "Leader" design that, in broad principle, it was a simple steam engine, although a novel one, and that

there were no special features about it which produced a greater thermal efficiency over and above the usual design of tank engine. As regards operating efficiency, the driving positions at each end afforded the driver a better look-out but this would hardly be regarded as a major advantage when weighed against the other drawbacks of the arrangement. The corridor between the two ends was not of adequate size for more than a minority of drivers, the majority of whom would have to change ends by alighting from the engine. The boiler, as it was, had to be slightly off-centre to permit of the existence of the corridor, so that proper weight distribution involved the use of balancing weights. The total weight of a "Leader" would certainly have placed limitations on its use over branch lines. The prospect, therefore, of developing the design into a motive power unit that would rival the conventional tank engine, was not particularly attractive, for if a boiler of larger capacity had been fitted, the additional weight would have necessitated the provision of more axles in order to keep down the axle weights to the desired figure, thereby incurring even greater expenditure.

The original order was for five locomotives, and they were to be named after distinguished persons, hence the title of the "Leader" for the class. A second locomotive had reached the stage of being erected at Brighton Works at the time when No. 36001 was under test at Eastleigh, but the former's completion was suspended and the manufacture of component parts of the other three engines also ceased, until definite evidence was available of the future of the class, which eventually came to an abrupt end on the scrap-heap. No doubt, the decision was a difficult one, but it is quite clear, from the length of time taken in trying out No. 36001, that it was not hasty and that all the pros and cons of the design were carefully weighed in the balance.

SOUTHERN SNAPSHOTS

● From June 18, another title was added to the list of Southern Region boat trains between Waterloo and Southampton—"The Union Castle Express." Mr. M. Skeffington tells us. He adds that the latest Southern four-coach electric units numbered in the "5000" series are not included in the "4-SUB" classification, but are termed "4-EPB."

● From June 16-19 the S.R. ran daily a first class only Ascot Race Special, composed of E. and L.M.R. open first and kitchen cars, at 12.40 p.m. from Waterloo. It ran outward via Weybridge and Virginia Water and was then sent via Camberley to Woking for stabling. On the return journey the train traced a complete circle, returning to Ascot via Byfleet and Virginia Water, and then regaining the main line once more via Camberley. On June 17, two excursions, from Plymouth and Exmouth to Ascot, traversed *en route* the little-used spur from Farnborough to Frimley Junction.

● Open day at Eastleigh Works, S.R., will take place on August 12.

A WELSH BYWAY

THE LAMPETER, ABERAYRON AND NEW QUAY LIGHT RAILWAY

BY J. Bourne

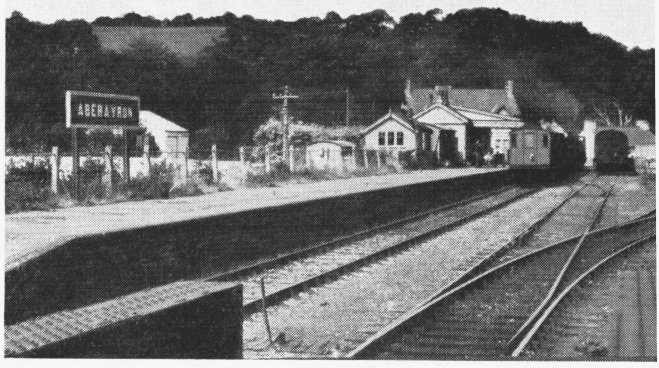
ONE of the branches which suffered a withdrawal of passenger services during the winter coal crisis of 1951 was that between Lampeter, on the W.R. line from Aberystwyth to Carmarthen, and Aberayron, on the Cardigan coast. This step, originally announced as temporary, turned out to be permanent. The last passenger train on the branch ran on Saturday, February 10th, 1951, and in the following May the service of passenger trains was officially discontinued. The amount of freight traffic using this branch and the opening of a milk factory at Felin Fach secured the line's maintenance in use as a goods line, but the repeated protests of local authorities have failed to reverse the decision against passenger trains.

Sentiment locally is strong in the matter because the Lampeter, Aberayron & New Quay Light Railway was largely promoted and financed in comparatively recent times by local residents and various local authorities. It was incorporated by an Order of the Light Railway Commissioners on October 9th, 1906, but the provision of a railway between Lampeter and Aberayron had been mooted as far back as 1860. Among various schemes promoted to open up this part of Cardiganshire, incidentally, was one for a narrow gauge railway from Aberystwyth to Aberayron, a distance of 16½ miles (to be worked in conjunction with the Vale of Rheidol Railway) for which powers were obtained in August, 1898. The G.W.R. established a road motor car service between Lampeter and Aberayron a few years before the opening of the branch, as well as a bus service between Aberayron and Aberystwyth, enabling passengers to book through to Aberayron from many G.W.R. stations, but the first sod of a railway to Aberayron was not cut until October 20th, 1908, at Coedparc Farm, some 1½ miles from Lampeter. The function was celebrated as a local holiday, and the G.W.R. ran a special service of motor buses to ferry hundreds of spectators to the farm. The line was opened between Lampeter and Aberayron on April 10th, 1911, and passenger service commenced on May 12th of that

year. A five-mile extension to New Quay was planned but must be listed among railway ambitions unfulfilled.

Under an agreement of February, 1909, the G.W.R. undertook to work the line for an annual payment of £3,000 or 60 per cent. of the gross receipts, whichever was the greater, and ultimately absorbed it at the 1923 Grouping. When passenger trains were withdrawn the service comprised four trains daily (except Sundays) in each direction. The branch served a district entirely agricultural and very sparsely populated, and road competition, both from buses and the growing number of private cars, had resulted in the gradual diminution of passenger traffic; whereas 51,628 tickets were issued in 1923, only 7,407 were bought in 1949. During 1950 cheap day tickets were in operation daily between the branch stations and halts and Lampeter, but they were still higher than comparable return road fares; for example, the Aberayron-Lampeter railway cheap day fare was 2s. 10d., the road return 2s. 6d.

Lampeter (Llanbedr-pont-Stephen), a quiet little town with a population of 1,850, is the centre of the social, cultural and commercial life of a considerable area. The 12¼-mile Aberayron branch actually commences 1¼ miles north of Lampeter station at Aberayron Junction, the branch trains using the former Manchester & Milford Railway, now the W.R. Aberystwyth-Carmarthen line, from Lampeter to that point. From the junction the branch climbs a gradient of 1 in 71 through Silian Halt (½-mile), then crosses the Lampeter-Tregaron road and as-

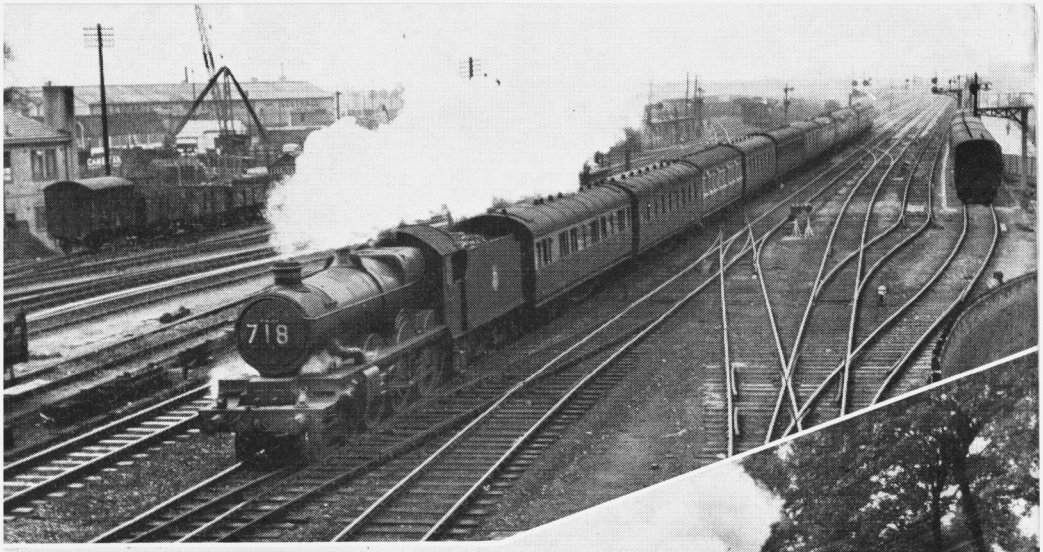


SCENES ON THE ABERAYRON BRANCH

Top: W.R. 0-6-0PT No. 7407 approaches Talsarn Halt with a milk train from Felin Fach to Lampeter (30/8/51).

Centre: Ciliau Aeron Halt, looking towards Aberayron.

Bottom: A general view of Aberayron station, with the daily goods unloading at the platform (30/8/51). [*W. A. Camwell*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cends the Denys Valley. The last stretch of the climb is at 1 in 48 to the summit at Blaenplwyf Halt (2¾ miles), 645 ft. above sea level, whereafter the branch, crossing deep ravines at Cwmcafn and Hendrelas on embankments, descends at 1 in 40 through Talsarn Halt (4½ miles).

By special provision of the line's Order, Talsarn Halt was perforce constructed for the benefit of the local Lewes family, who therefore had to be consulted about the proposed withdrawal of passenger trains. The present owner of the Lewes estate, although stressing that his family would miss the convenience of the local trains, did not press any objection to the Railway Executive's proposal.

The branch reaches the Ayron valley at Felin Fach, the only intermediate crossing station, and formerly known as Ystrad (an abbreviation of Llanfihangel Ystrad). It is the recent establishment here of a milk depot by the Milk Marketing Board (and the possibility that a chocolate factory may be opened nearby) that has helped to save the branch

Facing Page

WESTERN SCENES

Top: The 4.55 p.m. Fishguard-Paddington express beats a tattoo on crossings at Southall as "Castle" Class 4-6-0 No. 5002 *Ludlow Castle* makes haste for the terminus (12/4/52). [*J. C. Flemons*

Centre: "5600" Class 0-6-2T No. 6610 trundles an up goods out of Wellington (Salop) (30/8/52) [*B. E. Morrison*

Bottom: "4900" Class 4-6-0 No. 4912 *Berrington Hall* takes Didcot West Curve with a Wolverhampton-Weymouth express (1/3/52) [*J. F. Russell-Smith*

from total closure. From Felin Fach the line wends its way alongside the River Ayron, following closely the Lampeter-Aberayron road, which also is the main bus route. In the days of passenger trains, Ciliau Aeron Halt (8½ miles), served the most considerable local population of any intermediate station (700), though in fact the next stop, Crossways Halt (9⅜ miles) also served the township of Ciliau Aeron. Thereafter the line again drops sharply at 1 in 40 to Llanerch Ayron Halt (10¼ miles) and swings over the tributary of the river Ayron by a girder bridge. Ahead of it now lies the terminus of Aberayron, a quiet little seaside town (population 1,270) and port with a harbour and shingle beach, pleasantly situated on the shores of Cardigan Bay at the mouth of the river Ayron, with a range of uplands behind it.

Many of the valley folk set their clocks by the first train from Aberayron in the morning. The railway and the train were part of the life of the valley, and the staff would always hold the train for a few moments to wait an expected passenger or shunt back to the station to pick up a straggler. The railwaymen and their customers were a happy family, and even a stranger would receive a welcoming "good day" from both passengers and train staff alike. It was a sad day for the valley folk when they heard the last passenger train steam up the line.

The branch passenger service was generally maintained by a typical Western auto-train, powered in the last years of its life by a "1400" Class 0-4-2 tank, the last passenger train being worked by No. 1472 from Carmarthen shed. The only freight train on the branch until the recent opening of the new milk factory at Felin Fach was the 4.55 a.m. Carmarthen Junction freight, which stopped at Lampeter from 8.48 a.m. to 8.55 a.m., at Felin Fach from 9.30 a.m. to 9.55 a.m., and arrived at Aberayron at 10.25 a.m., calling en route at Silian Halt and Ciliau Aeron if required. The train left Aberayron at 11.30 a.m. for its return journey, having called en route at Felin Fach and Ciliau Aeron and at Talsarn Halt if required, to arrive at Lampeter at 1.45 p.m. At 2.45 p.m. the goods moved off from Lampeter and regained Carmarthen at 5.35 p.m. Latterly this freight service was worked by "7400" Class 0-6-0 tanks, though "1600" Class engines also have been noted. The motive power shed at Aberayron is a sub-depot to Aberystwyth, but from time to time the branch engine is provided by Carmarthen.

Since the withdrawal of the passenger service, parcels traffic has been carried on by the branch freight trains, except for urgent or perishable goods, which are dealt with by two daily road motor trips between Aberayron and Lampeter and by Crosville Motor Services. Inwards mail is now conveyed by Crosville bus, and the goods lorry handles the outwards mail traffic. The office accommodation at the staffed stations (Felin Fach, Ciliau Aeron, Aberayron) has been retained for goods purposes, the waiting sheds at the halts recovered (the waiting shelter at Crossways Halt has been transferred to Cilmery Halt) and the platforms left in place without further maintenance. For the time being, at any rate, the electric token block system of signalling has been retained on the branch in view of the milk depot traffic, though in the future this may be modified to the train staff and "one-engine-in-steam" method. The branch signalboxes are situated at Felin Fach and Aberayron. The speed of all trains is restricted to 25 m.p.h., and further limited to 15 m.p.h. at Aberayron Junction and to 10 m.p.h. over the eleven level crossings.

The normal weekday service on the Aberayron branch at the time of writing consists of three return trips. A freight leaves Aberyron at 7.0 a.m. calls at Felin Fach and at Green Grove Siding if required and reaches Lampeter at 8.30 a.m. It returns from Lampeter at 9.55 a.m., stops en route at Felin Fach and at Green Grove Siding and Ciliau Aeron if required, to regain Aberayron at 11.30 a.m. The engine's next duty is the 12.0 noon milk from Aberayron to Green Grove, Felin Fach and Lampeter, where arrival is at 1.25 p.m.; thereafter the engine is engaged on shunting. At 3.0 p.m. it works the "engine and van train" to Green Grove Siding (if this train is extended to Aberayron as a freight, the engine and van return to Green Grove) and at 5.15 p.m. it takes on a milk train from Green Grove to Lampeter. Its final duty of the day is the 6.30 p.m. empty milk tank train from Lampeter, which calls at Green Grove Siding and arrives at Aberayron at 7.35 p.m.; the engine then repairs to Aberayron shed. In pre-milk factory days the branch operated trains on weekdays only, but now there is a Sunday working. An engine and van leaves Aberayron at 2.0 p.m. for Green Grove Siding to pick up the 2.45 p.m. milk train from Green Grove to Lampeter, whence it returns, after shunting, with the brake to pick up another milk train at 5.5 p.m. from Green Grove to Lampeter. It goes home for the night on the 6.30 p.m. milk empty train from Lampeter to Aberayron.

In these days, therefore, it is not only the railwaymen, but the branch itself that is kept in good health by the beneficial properties of milk!

LETTERS TO THE EDITOR

THOMPSON " B1 " & STANIER " 5 "—THE LAST WORDS

To the Editor of " Trains Illustrated."

SIR,—As a practical railwayman I feel that the remarks of some of your correspondents regarding former L.M.S. and L.N.E. mixed traffic 4-6-0 locomotives cannot pass without comment.

Mr. Sharples refers to Class " 5 " engines with dirty tube-plates. I know that at many sheds the first reaction to the self-cleaning smokebox was to dispose of the screens immediately, which proved to be the prelude to a spate of blocked tubes with consequent bad steaming. It is possible that this was the cause of the mishap mentioned. It is a criticism of the Stanier engines that the services of such a smokebox are required, whilst the Thompson engine can keep clean tubes without resort to this anti-social horror.

The reference to dirty fireboxes is somewhat vague, suggesting bad firing technique, whilst the only conclusion one can reach regarding the staynuts is that Canal shed boilermakers are unable to nut stays! Seriously—just what is meant? Do the nuts just drop off or are they burnt away? If the latter is the case, the Class " 5 " boiler emerges very creditably as being able to main a high temperature in the firebox. In any case the whole question seems to be one of workmanship rather than design. Not all Class " 5 " 4-6-0 engines are fitted with steel fireboxes, and the copper firebox as fitted to the B.R. standard types seem to find greater favour than the round top type of the "B1." The standard firebox is almost identical to that of the Class " 5." The fault lies with steel fireboxes in general: if a " B1 " was fitted with a steel firebox would the groans of the boilermakers subside?

Mr. Hinds advances interesting ideas, but surely it is obvious that the earlier Class " 5s," which have been running since 1934, would suffer more wear and tear to their frames than the " B1 " Class, which, apart from the first 10, did not appear in great numbers until the end of the last war. An examination of " B1 " frames 8-10 years hence might prove interesting. Moreover, the frame of the " B1 " has considerable depth, which can only be achieved at the expense of added weight—a very important consideration where general purpose engines are concerned. Whether immunity from cracking is preferable to weight reduction, I am not prepared to say; probably drawing office staffs are not sure.

Actually, the works most proficient in frame welding technique were those of the former L.N.E.R. The method of welding employed at Crewe was introduced at the L.N.E.R. Cowlairs Works, and its adoption at Crewe was called for by the modification of " Patriot " 4-6-0 engines, which involved the removal of part of the old frame carrying the cylinders, and the welding in place of a new section.

Mr. Hinds mentioned the " B2 " Class. It is some time since I had anything to do with these engines, but to borrow Mr. Hinds' words, I feel that the fitters had indeed forgotten their presence. Seldom have I encountered such rough engines, and many G.E. men felt very ill-disposed towards these improved (?) " Sandringhams." The cases of " B1s " running 90,000 miles and still in good order are interesting, but, like the table on page 206 of your June issue, such figures can be misleading. What types of trains have been hauled? What schedules and types of road have been encountered? Also what sort of workmanship had been expended on the engines concerned? Bad alignment of cylinders, horns out of square, sloppy boxes, badly set valves and blast pipes out of truth are all factors which must be taken into account by the person who has no axe to grind. Short of the establishment of ideal conditions over a considerable period of time, comparison of different types becomes not only futile, but impossible.

Brighton. J. GRANT BELL.

To the Editor of " Trains Illustrated."

SIR,—If I may be allowed to comment on a topic which I think has been argued already in an excessive number of monthly issues, it seems Mr. Hinds has been very fortunate in his experiences with Thompson 2-cylinder 4-6-0s. The verdict of the Stratford fitters is in agreement with my own deduction from several years' observation of the " B1s," namely, that they usually receive only sufficient maintenance to keep them going. No " B2 " has been stationed at Stratford for several years; but surely Mr. Hinds knows that the most notorious engine on the E.R. for cracked frames—one which incurred this ailment no less than five times in as many months—is the celebrated " B2 " No. 61671? Hitchin. M. B. DEAN.

SELBY

To the Editor of " Trains Illustrated."

SIR,—With reference to Mr. Cutt's letter in the June issue, at the time of my visit to Selby (October, 1952) no " D49 " 4-4-0s were shedded there as they caused some trouble with the turntables, and three " D20 " 4-4-0s were sent from another shed to replace them. The Shedmaster gave me full details of the engines based at Selby and also the explanation for the absence of the " D49 " Class. No mention was made of " Q1 " 0-8-0 tanks. I saw a " WD " 2-8-0 at the shed at Selby on the occasion of my visit, so I felt that I was entitled to accept the Shedmaster's assurance that five of this class were allocated to Selby.

Doncaster. GEOFFREY OATES.

COME, COME, MR. ALLEN!

To the Editor of " Trains Illustrated."

SIR,—It will probably be considered presumptuous and not a little unwise for a young and inexperienced observer of locomotive performance to dispute a statement made by so great an authority as Mr. Cecil J. Allen; yet, as a West Coast Pacific supporter, I cannot help feeling that, despite the generous and fair comments he has often made concerning these engines, there was a small spice of partisanship in his statement in his June article, that the West Coast Pacifics have never paralleled or even distantly approached their test figures in everyday running. While it is true that the high speed feats have never been equalled, it is less true to say that they have never been distantly approached. If the run by No. 46253 *City of Stoke on Trent,* mentioned by Mr. Allen in the May issue, can be considered accurate enough for purposes of comparison, we have an example where the 75.0 miles from Rugby to Crewe were run, start to stop, in only two minutes more than the pass to pass time of *Princess Elizabeth's* 1936 test run—and with 300 tons more.

In the haulage of heavy loads, since streamline days, I would say that the " Duchesses " and " Cities " of the L.M.S.R. have as nearly approached their peak figures, and as frequently, as their East Coast counterparts. Much is made in East Coast quarters of " A4 " Pacific No. 4901 *Capercaillie's* magnificent run over the 25.0 miles from Otterington to Poppleton Junction, with 730 tons, at 75.9 m.p.h. This involved a sustained d.b.h.p. of 2,200. Less has been heard, however, of No. 6244 *King George VI's* mighty attack on Grayrigg bank, in 1944, when 475 tons gross were accelerated from 29 m.p.h. at Oxenholme to a final 55 m.p.h. at Grayrigg. This involved a transitory d.b.h.p. of 2,900—a close approach to a "Duchess" test feat, and although an isolated instance, scarcely less so, I believe, than those on the East Coast. Further performances with the L.M.S. engines could be quoted, such as a run I timed on December 28, 1949, when No. 46227 *Duchess of Devonshire* accelerated 525 tons up very faintly rising grades, from 58 m.p.h. at Brock to 81 m.p.h. at Galgate. Later in the same run, this load was taken past Carnforth to Shap Summit, 31.4 miles, in 35 min. 22 sec. One might also mention a magnificent climb from Stafford to Whitmore by No. 46250 *City of Lichfield,* when 425 tons were accelerated to no less than 76 m.p.h. on the rising grades

A "SCHOOLS" FOR SPEED—S.R. 4-4-0 No. 30921 *Shrewsbury* heads the new "Man of Kent" 80-minute Charing Cross-Folkestone express through Elmstead Woods (13/6/53). The new type of engine headboard is now standard on Southern "titled trains." [*R. Russell*

"SCHOOLS" ON SPECIAL DUTY—S.R. 4-4-0 No. 30915 *Brighton* returns through Chipstead with the empty Royal Train that conveyed H.M. The Queen to Tattenham Corner on Derby Day, 1953. On the down journey, sister engine No. 30933 *King's Canterbury* stood by at East Croydon and "K" 2-6-0 No. 32353 at Chipstead. [*R. Russell*

to Whitmore; this involved a production of power at least as great as that quoted by Mr. Allen on a climb of the "Coronation" to Stoke. North of Carlisle, as is well known, everyday "Duchess" performances are of a high order—so much so, in fact, that one run by No. 46231 *Duchess of Atholl* earned from Mr. Allen the comment that "some work [was done] falling not very far short of *Duchess of Abercorn's* 600-ton test runs." But perhaps it has been the misfortune of these mighty efforts that they have been veiled by the clouds hanging low over the border hills—while the sun has shone brightly on the East Coast!

Dumbarton. (Lieut.) W. J. ALCOCK.

THE ASHFORD-RAMSGATE BRANCH

To the Editor of "Trains Illustrated."

SIR,—Having read the article on the Ashford-Ramsgate branch in your June issue, I would like to add that, in addition to the pick-up goods turn, the branch is used for light engine running-in turns from Ashford works. Mondays to Fridays, there are three conditional timings for these from Ashford Works at 9.50 a.m., 12.12 and 2.10 p.m. Arriving at Chartham about 30 minutes later, the engines cross over to the up line and wait in the goods yard before returning to Ashford, where they are due back respectively at 11.31 a.m., 1.35 and 3.41 p.m. Class "E6" No. 32412 was at Chartham this afternoon (June 16) on the 2.10 p.m. timing. I liked the colour photo of the "Golden Arrow" included with your June issue, but would point out that it was taken at Knockholt, not Chelsfield.

Canterbury. A. G. DAVIES.

THE "B16s" OF THE N.E.R.

To the Editor of "Trains Illustrated."

SIR,—I feel that I must reply to Mr. K. Hoole's poignant protest at my article on the "B16" 4-6-0s, I apologise for my error in stating that the Scarborough "B16" worked to Micklefield Colliery, and can only assume that it was a copying error, as my rough draft clearly shows Gascoigne Wood.

Whilst appreciating his constructive criticism, I feel that two points in Mr. Hoole's letter are unjustified. Firstly, in no sense whatsoever was the article intended to be a history of the class. Secondly, Mr. Hoole's note concerning the loan of York "B16s" to Selby is hardly relevant. I emphasised over and over again in the article that the diagrams listed were by no means always adhered to, and that they were modified during the season to suit the flow of traffic. Moreover, none of the examples quoted by Mr. Hoole actually belonged to York shed. If he did see a York "D49" working on what he assumed to

[*Concluded on page* 308]

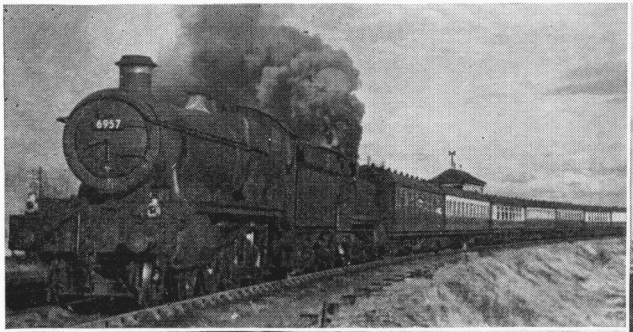
Motive Power Miscellany

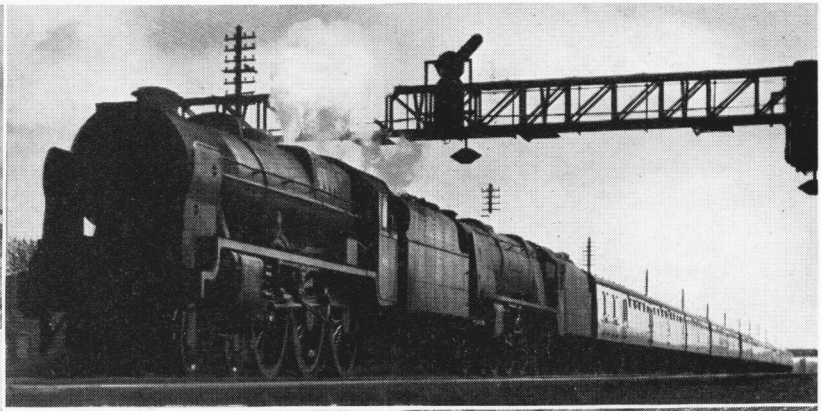
LONDON MIDLAND REGION

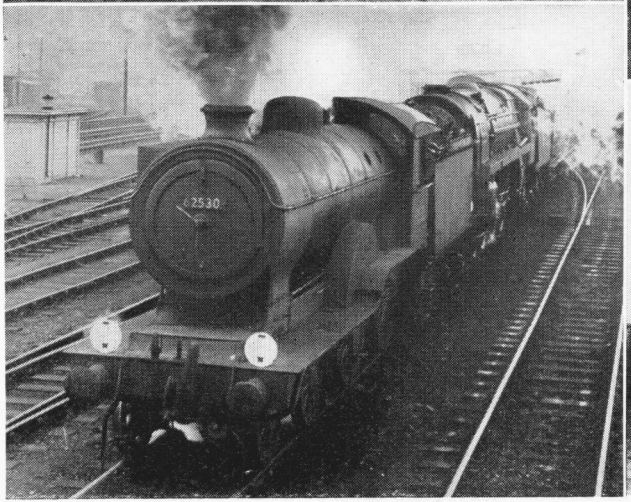
THE accelerated "Royal Scot" is not a through engine working between Euston and Glasgow, although it leaves London on alternate days with a Polmadie Pacific. Engines are changed at Carlisle, yet the Polmadie Pacific brings the up "Royal Scot" into London next day! Another diagram takes a Camden Pacific to Glasgow, but not on a continuous journey from London The diagram begins with the engine working to Carlisle on the weekday 10.10 a.m. or Sunday 10 a.m. from Euston and returning to Euston with the 7.10 a.m. sleeper arrival from Glasgow; the same evening it heads the 7.15 p.m. (SX) from Euston to Crewe, and the following afternoon it heads the "Midday Scot" from Crewe to Glasgow; on the fourth morning it comes south to Crewe on the 10.5 a.m. Glasgow-Birmingham, and (officially) finishes its tour from Crewe on the up "Midday Scot" to London, though we have noted this train with Crewe North and Camden "7P" 4-6-0s. There are four other daily Camden workings to Carlisle and back by Pacifics on the 10.40 a.m., 9 10 p.m. and 11.40 p.m. from Euston, returning on the 10.30 p.m. ex-Glasgow, 9 a.m. ex-Perth and 10.15 a.m. (10 a.m. on Sundays) ex-Glasgow respectively; and by a "Royal Scot" on the 12.20 a.m. from Euston, returning home, except on Mondays, on the up "Northern Irishman." [J. Temple, R. Fox, R. Smith, H. Plang.]

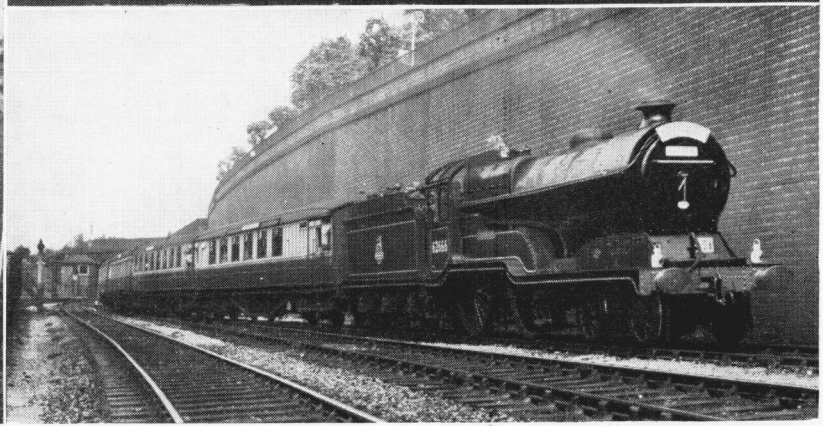
An observer at Euston on 13/6/53, the first Saturday of the summer service. recorded 33 steam arrivals between the hours of 11.50 a.m. and 7.25 p.m., exclusive of an interval of one hour in mid-afternoon. Of these 10 were early, 4 others on time, 6 not more than three minutes late, and only 4 were more than 10 min. late; the average lateness was 3.3 min. All departures were punctual with the exception of the 5.20 p.m. Holyhead (26 min. late with Pacific No. 46208), and the 7.0 p.m. Birmingham (18 min. late with unrebuilt "Scot" No. 46137). The most notable engines observed were "Patriot" No. 45517 (12A) on the 2.25 p.m. relief to Liverpool and "5MT" No. 73019 (16A) on an excursion from Loughborough. Standard Pacifics Nos. 70043/4 have been allocated to Longsight in exchange for Nos. 70030/4, which have been transferred to the E.R [M. B. Dean.]

Saturday, 6/6/53, brought a galaxy of Midland Division strangers into Euston, including Nos.









NEWSREEL

Top left: Heavy expresses from the West to the Midlands often receive assistance up the 1 in 75 out of Stratford-on-Avon; here W.R. 2-6-2T No. 5171 has been cut inside "Hall" No. 6957 *Norcliffe Hall* on the "Cornishman" (1/8/52) [*T. E. Williams*

Bottom left: Class "D16" 4-4-0 No. 62530 pilots Pacific No. 70041 *Sir John Moore* out of Cambridge on the 11.50 a.m. Liverpool Street-Norwich (30/5/53). [*R. E. Vincent*

Top right: Super-power for the down "Royal Scot"—the express was photographed near Crewe, double-headed by "7P" 4-6-0 No. 46136 *The Border Regiment* and "8P" Pacific No. 46253 *City of St. Albans* [*L. Edmondson*

Bottom right: "Director" 4-4-0 No. 62666 *Zeebrugge* approaches High Wycombe with the "Northern Rubber Special" from Retford to Windsor on 6/6/53. [*C. R. L. Coles*

41143 (17A), 44965 (17A), 45576 (19B) and 73004 (15C); the compound left Euston with the 7.37 p.m. return excursion to Loughborough. The "Northern Rubber Special" on its way from Windsor to Kings Cross was seen passing Willesden High Level 18 min. late with "J19" No. 64665 (30A) piloting "D11" No. 62666. The Monument Lane compound with the high-sided tender. No. 40936, visited Euston on 12/6/53 and left as pilot to "Jubilee" No. 45733 on the 6.50 p.m. to Wolverhampton (the Birmingham two-hour trains are often double-headed). Another infrequent combination in this area, especially on the train concerned, was the pairing of "2P" 4-4-0 No. 40660 and "Scot" No. 46146 on the down "Merseyside Express" on 17/6/53. A Fleetwood "Crab," No. 42765, worked a down goods out of London on 13/6/53. Bletchley saw a "B1" on 7/6/53 when No. 61285 was provided by Cambridge shed for its through turn to Oxford, whence the "B1" was returning on the 5.20 p.m.—the first time, we believe, a "B1" has been thus used. Swindon-built "4MT" 4-6-0 No. 75031 has been allocated to Bletchley and is already a firm favourite with her crews; two more of the class also are going to Bletchley. [D. J. Garlick, L. Jennings, E. H. Sawford, P. R. Fry, E. C. Taylor.]

A correspondent reports that a standard "5MT" 4-6-0, No. 73030, has been turned out of Derby works with Westinghouse brake equipment similar to Pacifics Nos. 70043/4. "Royal Scots" returned to the southern part of the Midland main line in mid-June, when, on 12/6/53, No. 46103 (20A) was observed at Nottingham; on 14/6/53 No. 46108 (20A) headed the 3.15 p.m. St. Pancras-Bradford. Another noteworthy visitor to the Nottingham district on 14/6/53 was "Patriot" No. 45503 (5A), seen on a troop train—possibly of its namesake, the Leicesters, at Lenton South Junction. A delightful combination of two pre-grouping 4-4-0s—"2P" No. 40542 (15C) and "D16" No. 62535 (35C)—was observed double-heading a Peterborough-Leicester local on 6/6/53—were any cameras at work? On 14/6/53 E.R. "K3" 2-6-0 No. 61816 worked into Burton-on-Trent with a special train, which left behind a "Crab" 2-6-0 for Birmingham. Compound No. 41080 (20E) worked into St. Pancras as pilot to a Holbeck "5MT" on the 2.15 p.m. arrival on 13/6/53; the compound left as pilot to "Jubilee" No. 45636 (16A) on an evening train. Piloting, incidentally, has lately increased considerably on the Midland line, in particular on the 7.45 a.m. from Leeds and 11.45 a.m., 2.15 p.m. and 4.50 p.m. departures from St. Pancras; some trains are merely piloted over Sharnbrook summit, between Bedford and Wellingborough. "Jubilee" No. 45625 (1A) headed the 8.30 a.m. Nottingham-St. Pancras on 4/6/53, but had returned to Willesden by 6/6/53. [A. Chandler, D. J. Garlick, H. A. Gamble, D. Falding, P. Leslie.]

A new development on 16 and 17/6/53 was the appearance in Birmingham (New Street) of York "V2" No. 60974 on the 3.55 p.m. from Newcastle. The three Monument Lane compounds mentioned last month have begun their summer working to Blackpool on the Saturday 9 a.m. from Birmingham (New Street); this train is first stop Wigan and always seems to keep good time. Although, as reported in these columns, the L.M. shed at Stratford-on-Avon has been deprived of all its engines, it has not been closed; it still has four duties to cater for, which it fills with engines which work in from such sheds as Saltley, Bedford and Northampton and have time to spare before they return home. [P. J. Hobart, P. Smith, J. P. Shaw.]

Except on Saturdays, the 3.10 p.m. Shrewsbury-Stafford has become a Crewe running-in turn, and it has recently been powered by standard "7MT" Pacifics. [J. B. Harrison, P. S. Thompson.]

The S. & D.J. line is hardly the place one would expect to see a snowplough in June, but on 6/6/53 the 6.55 a.m. Bath-Bournemouth was worked by "5MT" No. 44883 (68A) with such a bufferbeam attachment; this engine (which had been seen at Bolton on a Manchester-Blackpool train on 31/5/53), worked into Bath the previous day and was last seen there on 5/8/50. [A. Lee. R. O. Coffin, K. Arnott, M. J. Young.]

A Polmadie "Clan" Pacific now works regularly into Blackpool, for the engine off the 1.45 p.m. Glasgow-Liverpool Exchange has now been given a fill-in turn the following morning on the 6 a.m. to the coast and 10.35 a.m. arrival back in Exchange, before its return to Scotland on the 2.7 p.m. from Liverpool; the Blackpool turn was formerly performed by a "Jubilee" from Bank Hall, where the "Clan" spends the night. It is reported that the unique "5MT" No. 44767 of Bank Hall shed, built with Stephenson's link motion, has been lately rebuilt at Crewe with Walschaerts gear. On 13/6/53 a Retford "O2" 2-8-0, No. 63970, was observed on Bidston shed. [A. E. Nowell, B. C. Shore, P. J. Hobart.]

In late May "Britannia" Pacifics running in from Crewe began to reappear on the North Wales line, notably on the 4.30 p.m. Manchester (Exchange)-Llandudno, and there has been the usual summer influx of "B1s" from both Eastern and North Eastern Regions on excursions. On 20/6/53 there was evidently a shortage of power on this route, for the 9.45 a.m. Llandudno-Manchester (Exchange) was seen leaving Chester with Buxton 2-8-0 No. 48322 in charge. A Stanier Pacific reappeared on the North Wales Coast on 12/6/53, when No. 46247 headed the 9.10 a.m. from Llandudno to Euston; last summer these engines were occasionally seen on this train, having arrived the previous day with the down "Welshman." [C. Thomas, P. J. Hobart, J. R. Howell, M. L. Pritchard.]

A shortage of power at Warrington owing to a heavy relief and excursion programme on 13/6/53 led to the use of 2-8-0 No. 48188 on the 5.27 p.m. Warrington (Bank Quay)-Wigan (N.W.), and on the same day the 8.27 p.m. Crewe-Preston, which carries the through Wigan section of the 5.5 p.m. Euston-Blackpool, was headed by Rugby 2-6-4 tank No. 42673. A Kingmoor 2-10-0, No. 90769, was on Warrington Arpley shed on 14/6/53. [T. A. Bartley, C. B. Golding.]

In our June issue a correspondent erred in supposing that the new Morecambe-Lancaster electric service had been publicly inaugurated; only trial working had been conducted up to mid-June. In the same issue, the date on which various "5MTs" and "Jubilees" worked from Lancashire and Yorkshire stations to Wembley was 25/4/53, not 25/5/53. [Alan Wilson, M. B. Dean.]

The Sunday 5.10 p.m. York-Liverpool had a chequered career on 31/5/53. After an engine failure at Normanton, it was hauled by Deeley 0-6-0 No. 43826 as far as Sowerby Bridge, where another pre-grouping 0-6-0, ex-L. & Y., No. 52452, took over. The effort was too much for the latter, which was down almost to walking pace on the 1 in 182 up to Todmorden, where it stopped 20 instead of the scheduled 4 minutes for "breath"; the train was last seen departing some 50 minutes late from Todmorden. On 3/6/53 another 0-6-0, No. 44336 (20D) was in express service on this route, heading the 5.10 p.m. Manchester-York. In the morning, a "B1" had failed with its firebars burned through at Sowerby Bridge on the 10.10 a.m. York-Manchester; its passengers were transferred to the 10.55 a.m. Leeds-Liverpool, and the 0-6-0 worked the empty stock of the 10.10 a.m. ex-York on to Manchester, whence it returned in the evening with the service train. [C. B. Brown, C. Stott.]

EASTERN REGION

AT the start of the summer service, timekeeping was well maintained at the high level of previous weeks. On the first day, 8/6/53, the up "Queen of Scots" (delayed by a mishap at Leeds) was reported 50 min. late, but passed New Southgate at 8.13 p.m. (about 32 min. late); the 25¼ miles from Hitchin had been run in 23 minutes. The up "Scotsman" was 4 min. ahead of time, while the up "Tees-Tyne Pullman," with "A4" No. 60015 (Driver Simmons), made a "demonstration" run up from Darlington (for the benefit of a newspaper reporter travelling on the footplate) in 223 min., arriving 6 min. early. The up "Queen of Scots" underwent a bad spell at this time, apart from the

first day's delay already mentioned. On 15/6/53 the up express passed Hitchin at 8.41 p.m. (96 min. late), with "V2" No. 60842 at a poor 33 m.p.h. The latter engine, relegated to the duty of Peterborough North pilot, was again called upon to work a Pullman four days later, when "A4" No. 60026 (Driver Hailstone) failed on the up "Tees-Tyne Pullman," losing the small-end pin from the inside connecting rod. The Pullman was shunted for the up "Norseman" to pass at Abbots Ripton, and finally arrived 85 min. late. Kings Cross used No. 60842 later that day on the 9.55 p.m. to Edinburgh, first stop Grantham. On 8/6/53 the up "Bradford Flyer," leaving Leeds 45 min. late, had recovered 7 min. by Hitchin. The remaining 32 miles to Kings Cross took 45 min. 2 sec., thanks to eight checks from fish and stopping trains (between two of which a maximum of 80 m.p.h. was reached at Welwyn Garden City), but nevertheless "A4" No. 60003 had actually gained 2 min. on schedule, since this 7-coach train is allowed 47 min. including the inevitable recovery margin and an additional gift of 2 min. for a slack not in force at Potters Bar! In contrast, the 8-coach 9.58 a.m. up "Cambridge Buffet Express," hauled by a "Sandringham" 4-6-0, is allowed only 42 min., including one stop, and is now the fastest train between Kings Cross and Hitchin.

The "Bradford Flyer" is now worked in both directions by Copley Hill "A1s" and crews and forms part of the two new lodging turns recently in dispute—6.40 p.m. ex-Leeds and down "Queen of Scots"; and up "Queen of Scots" and 7.50 a.m. ex-Kings Cross. To improve working between Leeds and Bradford, the "Flyer" is now regularly double-headed over this section in both directions by an "N1" 0-6-2 tank and a "B1" 4-6-0. We had an adventurous trip on the 6.40 p.m. from Leeds on 1/7/53. Despite checks at Doncaster Decoy No. 1 box, Retford and (to walking pace) at Newark, Stoke summit (55.9 miles) was cleared in 57 min. 5 sec. from Doncaster at 64½ m.p.h. Then Driver Brown and "A1" No. 60117 hurtled us down the bank until we were hurriedly brought down from a maximum of 91.8 m.p.h. to a dead stand at Essendine as the Pacific's offside smoke deflector had come adrift and was all but flapping in the breeze! After a sedate cruise on to Peterborough, No. 60117 was exchanged there for Gateshead "V2" No. 60952, with which, despite signals at m.p. 62 summit, Hitchin was reached in even time.

Unusual visitors to Kings Cross early in June were "J39s" Nos. 64974/88 on the through freight turn from Colwick; No. 64798 attempted to work this turn on the night of 12/6/53, but failed at Hitchin and, after running light to Kings Cross for attention next evening, worked the 7.37 p.m. Welwyn-Colwick "D" freight on 15/6/53. Other strangers at Kings Cross have been; on 4/6/53, "B16/2" No. 61475 (50A), which came up on the 1.50 p.m. ex-Decoy Yard "E" freight and returned north next afternoon on the 4.50 p.m. Hitchin Yard-Colwick; "B1s" Nos. 61119 (30A) and 61271 (32A) on Cambridge trains on 8 and 14/6/53 respectively, and on 27/6/53 another "B16," No. 61437, which appeared in London on the 1.40 p.m. fish from Aberdeen, normally a York "V2" turn. A surprising transfer of recent weeks has moved three "L3" 2-6-4 tanks, Nos. 69060/4/5, from Neasden to Kings Cross (it is reported, incidentally, that No. 69061 of this class, officially withdrawn last February, is still in service at Neasden). On 19/6/53, "V2" No. 60876, carrying a plate inscribed "Peterborough North passenger pilot, return to Peterborough at once," took the down "Northumbrian" out of Kings Cross. It failed at Hitchin with bent rods, and was relieved by "B1" No. 61091, just back from loan to Neasden. On 30/6/53 the 7.25 p.m. Clarence Yard-York parcels was hauled by Pacific No. 70000 (30A), reportedly on its way to Doncaster for a week's trial. [M. B. Dean, R. Ball, A. Webb.]

Another Farnley Junction "Jubilee," No. 45646, worked into Neasden on 28/5/53, having come up with a Bradford-Marylebone excursion. The last visit of a 25G "Jubilee" was recorded on page 239 of our June issue, where No. 45708 and not the "5MT" 4-6-0s preceding its mention, should have been described as coming from Halifax. In the same column, the date of the first "Starlight Special" was misprinted as 11/4/53, instead of 10/4/53. On 11/6/53 the 10.10 a.m. High Wycombe-Marylebone was noted at Beaconsfield behind "9400" Class 0-6-0 tank No. 9415 (81B). A "B1" returned from the Southern, No. 61148 (62A), was borrowed to work the 6.58 a.m. Aylesbury-Marylebone on 19/6/53, before setting out for the north on the 8.50 p.m. York parcels that night. Lincoln "B1" No. 61171 worked into Marylebone also on an excursion from Ollerton on 19/6/53. On 14/6/53 the 5.27 a.m. Marylebone-Brackley train was diverted via Princes Risborough and Aylesbury owing to p.w. work at Ashendon, and as its usual "L1" is barred from the Aylesbury branch, the train was headed by "A5" 4-6-2 tank No. 69814, a rare type of engine at Brackley nowadays. On 13/6/53 an "A3" failed on the 3.55 p.m. from Manchester and the train missed the Banbury connection at Woodford Halse; to cater for Banbury passengers, a special consisting of a tender-first "B1" and one Marylebone suburban brake third was provided. "A3s" are again regularly working out of Manchester on the 3.55 p.m., having come down on the 7.32 a.m. from Leicester. [B. W. Leslie, C. Garratt, K. J. Lovely, R. Kay, B. A. Holyland, N. Townend, T. W. Brown.]

A novel visitor to the Fen country on Whit Sunday was Willesden "Crab" 2-6-0 No. 42931, which had worked right through to Hunstanton with a day excursion from N.W. London. The down "Broadsman," headed by Pacific No. 70013, was routed via Ely (passed at 5.35 p.m.) to Norwich on 12/6/53 for reasons of which we are not aware. On 21/6/53 Pacific No. 70037 was observed at Brentwood on a Southend stopping train; did it make the first appearance of its class at Southend? Another odd visitor to the Southend line was Ardsley "B1" No. 61388 on 7 and 21/6/53. Ivatt "C12" 4-4-2 tank No. 67363 has been transferred from Annesley to Stratford and (it is believed with another of the same class) is working the Ongar branch, while the "F5s" are overhauled. [R. Garner, J. Sully, R. J. Humphries, D. M. Smith.]

On 4 and 8/6/53 the preserved Ivatt Atlantic, No. 251, was steamed on a special 8.55 a.m. stock working from Doncaster to Lincoln and back, presumably in preparation for its September outing. The "O3." No. 63488, which was recently unearthed at Ardsley, appears to have been cut up. On 7/6/53 "Jubilee" No. 45571 arrived in Doncaster with a special from Blackpool, and a troop train was brought in by "Patriot" No. 45503 (5A), which was on similar duty in the Nottingham area on the following Sunday; No. 45503 later left Doncaster light engine in a northbound direction. The two "Directors" back on the East Coast, Nos. 62666/7, both worked into Hull Paragon with excursions in June, No. 62667 on 22/6/53 and No. 62666 the next day. Earlier, on 7/6/53, No. 62667 had been used to head an enthusiasts' circular tour from Sheffield Midland over South Yorkshire branch lines. On 31/5/53 New England 2-6-0 No. 43084 worked an excursion from Cambridge between Peterborough and Derby (Friargate). [D. Porter, K. Swingler, H. Macdonald, G. Warmes, D. Falding, R. Garner, R. Platts, B. J. Hastings.]

NORTH EASTERN REGION

INTERESTING transfers in the latest list are those of "D20s" Nos. 62349/60/71/5 to Gateshead and 62352/87 to Heaton, while "4MT" 2-6-0s Nos. 43126/8 have been sent to Alston. An unusual spectacle on 25/6/53 resulted from a motive power shortage at Heaton; two "V1" 2-6-2 tanks, Nos. 67600/60, en route from Darlington works after overhaul to their Scottish sheds, were pressed into use on No. 2 braked goods workings from Newcastle as far as Tweedmouth, where both were replaced—the first time anyone at Heaton shed can recall a 2-6-2 tank being put to such use. "A3" Pacifics have re-

"K2" ON THE MIDLAND—From April 20th last the former Midland shed at Lincoln was taken over by the Eastern Region. When the four engines allocated to it require minor repairs or a boiler washout, the E.R. now provides a replacement engine—hence this picture of "K2" 2-6-0 No. 61765 on ex-Midland track, leaving Attenborough with a Lincoln-Derby train (22/4/53)
[*J. F. Henton*

cently appeared at Redcar; on 17/5/53 No. 60086 worked in with an excursion from Leeds, to be followed on Whit Monday by No. 60036 (50B) with a Redcar race train, and No. 60036 re-appeared with another excursion on 30/5/53. Saltburn turntable cannot accommodate the Pacifics, which have to travel to Middlesbrough for turning and run back tender first to Redcar. Nine ex-L.M. engines were seen at Scarborough over Whitsun, of which the most interesting was "5MT" No. 45038 (5B) on an excursion from Heeley on 24/5/53, while standard "5MT" No. 73014 (19B) brought in an excursion from Chesterfield on 26/5/53. The Scarborough-Whitby coast line has seen two types for the first time. On 26/5/53 a Bridlington-Whitby scenic excursion was worked outward via Malton and back along the coast by "4MT" 2-6-0 No. 76022 (53A) and on 10/6/53 an excursion from Bradford Exchange was taken over the coast line by "5MT" No. 45261 (25A). One of the standard 2-6-0s, No. 76021, has been allocated to Malton. On 13/6/53 the "Scarborough Flyer" reached its destination double-headed by "4MT" 2-6-0 No. 43012 and York "B16" No. 61417.

No. 43012 is allegedly a Bristol engine, but the previous day it had been seen working the 4.25 p.m. from Harrogate into Leeds. The summer timetables seem to have brought several changes to local workings in the Leeds area; for example, on 10/6/53 "B16" No. 61443 took the down "Yorkshire Pullman on to Harrogate instead of the traditional "D49." The Holbeck shed coaling plant was out of order on 13/6/53 and engines were sent to Neville Hill for refuelling; Neville Hill shed, incidentally, has surrendered one of its "B16s," No. 61442, to Starbeck and another, No. 61422, to Selby. On 18/6/53, "L1" No. 67763 (53B) was seen working empty stock from Neville Hill to Leeds City, and next day No. 67755 from the same shed worked the 8.55 p.m. to Hull; these were the first appearances of "L1s" at Leeds for several years.

On 14/6/53 2-6-0 No. 43113 (20F) worked an excursion from Burnley to Aysgarth, on the Hawes branch; the engine was turned and serviced at Northallerton. A Whit-Sunday scenic excursion from Blackburn to Harrogate via Hawes branch was headed between Skipton and Harrogate by Darlington "K1" No. 62046 in both directions. In our June issue we reported the appearance of an "A2" at Wakefield (Kirkgate) on the 5.5 p.m. Newcastle-Liverpool; we are informed that this is a regular Pacific working. [T. E. Smith, B. Swallow, M. A. Cooper, N. E. W. Skinner, M. Brown, G. Hullah, J. Binks, A. D. Breckin, "Velocity," D. Thornber, P. W. B. Semmens, W. McEwan, "50B."]

WESTERN REGION

ON 20/6/53 73 departures and 83 arrivals were noted at Paddington main line station between 10.45 a.m. and 7.25 p.m. They were worked by 107 different engines, comprising two "Counties," 36 "Castles," two "47XX" 2-8-0s, 37 "Halls," 3 Moguls, 15 "Kings," 5 "Granges," 6 "Britannias" and one standard Class "4" 4-6-0. Of the arrivals 15 were early, 12 on time, 6 only one minute late, 11 not more than 5 min. late and only 10 more than 15 min. late. The average lateness amounted to 6.9 minutes. Since the inception of the summer timetables, W.R. timekeeping has been much improved. [M. B. Dean, J. P. Andrew.]

The Metrovick gas turbine, No. 18100, reappeared on its previous routine—12.15 a.m. Paddington-Plymouth (news); 7.15 a.m. Plymouth-Paddington, and 12.15 p.m. Paddington-Swindon and 4.20 p.m. return—after more test runs from Swindon to Plymouth via Reading on 26 and 27/5/53, but by 14/6/53 it was seen under repair at Old Oak; it worked at least the Swindon leg of its duty next day, but from 18-20/6/53 it was languishing outside Swindon works. On the first day of the 60 m.p.h. "Merchant Venturer" timing, the train left Paddington behind two "Castles," Nos 7024 and 5054; another two-"Castle" working observed in June was the 1.18 p.m. from Paddington on Saturdays. On Saturdays, too, an early morning arrival from Didcot comes up piloted by a "Hall" that helps out Old Oak by taking on the 9.40 a.m. to Paignton from Paddington; another "Hall" is provided by Reading shed to work the 8.10 a.m. to Paignton. As usual, the "4700" Class 2-8-0s have been taking their turn on summer passenger work; the 5.14 p.m. Paddington-Bristol had No. 4705 on 12/6/53 and No. 4708 on 19/6/53, while Nos. 4701/8 headed the 11.30 a.m. and 5.14 p.m. Paddington-Minehead respectively on 20/6/53. Probably for the first time this year, all the Stafford Road express turns to Paddington were "King"-worked on 13/6/53; on 20/6/53 one of this shed's "Kings," No. 6016, revisited its old Laira home by taking the 10.35 a.m. to Penzance out of London. A visitor to London on the latter date was one of Swindon's latest "4MT" 4-6-0 products, No. 75031, which arrived on the 2.40 p.m. from Swindon. Another unusual working noted in the London area was Bristol "County" No. 1005 on the up "Inter-City" (2/6/53). It is reported that a Llanelly "Hall" works into Paddington every day on the 3.55 a.m. Fishguard-Paddington, which avoids reversal at Swansea. [J. Craig, M. Taylor, B. W. Leslie, J. P. Andrew, D. Butler, B. Bernard, A. O'Mahoney.]

Two "Castles" from Welsh sheds were observed north of Birmingham on 20/6/53, when No. 7023 (86C) took the place of a Chester engine on the 8.35 a.m. Birmingham-Birkenhead stopping train, and No. 5051 (87E) headed the 8.55 a.m. Birkenhead-Paddington from Chester to Wolverhampton (though the latter did not take up the usual return working on the 2.7 p.m. from Wolverhampton) An 87E "Castle" still makes occasional appearances in Birmingham on the 9.35 a.m. through train from Swansea and the 3.45 p.m. return from Snow Hill, but a Landore "Hall" is the more usual power; incidentally, this service, which takes the Stratford-on-Avon-Gloucester route, runs via Hatton northbound and via Henley-in-Arden southbound. The other daily Midlands-Wales service via Stratford-on-Avon, the 8.50 a.m. Birmingham-Cardiff and 5.5 p.m. Cardiff-Birmingham, is dealt with by Tyseley "Halls." The Saturday 11.25 a.m. Wellington-Shrewsbury-Crewe is now W.R. instead of L.M.R.-hauled, and has been noted with such diverse power as "Manor" No. 7828 (84G) and "County" No. 1028 (82A). [J. B. Harrison, N. R. Kite.]

On 20/6/53 the 3.30 p.m. Paddington-Plymouth was headed by Pacific No 70024 (83D), freshly returned from loan to the Southern Region, which arrived 30 min late at Newton Abbot and had to be removed from the train; the express left Newton Abbot 50 min. late behind a 2-6-2 tank and a "Grange." Another Laira Pacific, No. 70022, has been making frequent trips to London since the summer services began (on 1/6/53 it was observed with a Western 2-6-0 as pilot at Hereford on a North-West express). On Newton Abbot shed on 20/6/53 was Bristol "Star" No. 4056, which earlier in the month had been working several times out of Paddington on the 5.14 p.m. to Bristol. Out-shopped from Newton Abbot works was Landore "Castle" No. 7009. ["Newtonian," G. Leake.]

The four Midland 0-6-0s which have been working on the Hereford-Brecon line since the end of May, 1952, have been replaced by "2251" Class 0-6-0s Nos. 2206/25/9/35; Hereford shed has also acquired two 2-8-2 tanks, Nos. 7204/22. On 23/5/53 a relief to the 9.45 a.m. Birmingham-Cardiff was seen passing Hereford composed entirely of S.R. stock labelled "Brighton, Southampton, Bristol and Cardiff"! [D. Sawkins.]

SOUTHERN REGION

TWO "D15" 4-4-0s, Nos. 30464/5, have been transferred to Nine Elms to work the summer Saturday through train between Waterloo and Lymington Pier. On 13/6/53 No. 30464 made a nostalgic sight as she forged through the suburbs with the 8.45 a.m. from Waterloo, making good progress with nine bogies over the 66¾ miles to the first stop at Winchester. Another 4-4-0 heavily engaged on 13/6/53 was "T9" No. 30705, which was observed arriving in London with the 11-bogie "Normandy Express." On 27/6/53 60 steam arrivals were recorded at Waterloo between 10.0 a.m. and 7.30 p.m. These averaged 9¾ min. late, only two being early and three on time. The only "V2" noted was 60917, working the 10.45 a.m. in and 1.22 p.m. out (we observed one still at work on the S.R. on 6/7/53). Two "S15" 4-6-0s were noted on main line expresses, No. 30515 on the 1.27 p.m. arrival ex-Sidmouth (only 3 min. late!) and No. 30838 on a "Normandy Express" from Southampton Docks. [M. B. Dean.]

In an article last month we mentioned a new diesel working involving the down "Atlantic Coast Express" from Waterloo and the 4.30 p.m. return from Exeter. We are now informed that this is the second leg of a new diesel diagram that begins with the 2.40 a.m. Waterloo-Bournemouth West and 7.20 a.m. return. This diagram, and a second new one, covering the 8.30 a.m. Waterloo-Weymouth and 1.25 p.m. return, and the 6.0 p.m. Waterloo-Exeter and 10.40 p.m. Exmouth Junction-Nine Elms freight, has been provided for the two Southern diesels, Nos. 10201/2, while the ex-L.M. diesels, Nos. 10000/1, are used on the earlier diesel diagrams. the first comprising the 1.25 a.m. and 1 p.m Waterloo-Exeter and 7.30 a.m. and 5.55 p.m. return; and the second, the 5.40 a.m. and 4.35 p.m. Waterloo-Weymouth, 11.30 a.m. Weymouth-Waterloo and 9.55 p.m. Weymouth-Southampton Terminus and 1.10 a.m. Southampton Terminus-Waterloo. On Sundays, the engine that has performed the first of the four diagrams listed above in the previous week work the 9.30 a.m. Waterloo-Bournemouth West and 2.20 p.m. return; the diesel off the second heads the 11 a.m. Waterloo-Exeter and 4.56 p.m. return; the engine from the third, the 1.35 a.m. Waterloo-Yeovil Jcn and 7.10 a.m. return, the 12.30 p.m. Waterloo-Bournemouth West and 4.34 p.m. return, and the 8.54 p.m. Waterloo-Southampton Terminus and 1.10 a.m. return; the engine from the fourth diagram spends the Sunday on shed. We are informed that No. 10201 was not out of order in mid-May, as we suggested last month, but was under lengthy periodical examination. The observations of diesels on the 1 p.m. Salisbury-Waterloo result from the fact that this is an Eastleigh running-in turn. [A. T. H. Tayler.]

On 10/6/53 "A1X" 0-6-0 tank No. 32662 appeared at Axminster and double-headed one of the resident Adams 4-4-2 tanks on Lyme Regis branch workings. It was paving the way for the arrival of sister engine No. 32646, used for the branch's first train in August, 1903, which was to double-head Adams 4-4-2 tank No. 30583 on a Lyme Regis branch special for enthusiasts on 28/6/53. The party had come from London in a special headed by "D15" No. 30464 to Salisbury and from Salisbury onwards by "T9" No. 30711, which with 250 tons ran the 62 miles to Axminster in 68 min., with a maximum of 85 m.p.h. through Sherborne.

In June a standard "4MT" 2-6-0 from Eastleigh was making frequent appearances at Didcot on a new turn involving the 7.20 a.m. Winchester-Reading, the 3.45 p.m. Reading-Didcot and the 5.52 p.m. Didcot-Southampton Terminus. On 10/6/53 No. 76015 was observed on this duty, but four days earlier this engine had been noticed on the Fratton duty recently graced by a Brighton Atlantic (*see the June issue*), which includes the 11.6 a.m. Salisbury-Yeovil and 4.5 p.m. return stopping trains. A Whit-Monday visitor to Hayling Island found the branch train arrival at 1.47 p.m. crammed, with passengers standing; the six-coach train was hauled by one "A1X" 0-6-0 tank, No. 32661, and banked by another, No. 32677. On 26/9/53 the last "S11" 4-4-0, No. 30400, is to be turned out to work an excursion organised by enthusiasts of Farnborough from Guildford down the Tongham branch, then via Ash and Aldershot to Bentley, over the Bordon branch and back to Guildford. Earlier, on 6/9/53, the same sponsors are planning to bring a W.R. railcar to Farnborough, from which it will take a party via Ascot, on a tour of W.R. branches in the Oxford-Princes Risborough-Reading area. [B. Bernard, R. Male, H. Davies, R. T. Winn.]

By 21/6/53 the "B1s" appeared to have left the Eastern Section, but there was still a noticeable absence of Bulleid Pacifics on the Ramsgate and Dover turns, most of which were being handled by "Arthurs" and "Schools." On the 80-minute Charing Cross-Folkestone schedule of the "Man of Kent," the "Schools" were reported to be reviving pre-war memories of their prowess in the down direction, but the Kentish press has been scathing about the up service's punctuality. [J. W. F. Paige, R. Ratcliffe, S. Creer.]

Owing to the withdrawal of the electric locomotives for use on the Spithead Review trains on 15/6/53, the Newhaven boat train was double-headed out of Victoria on the Sunday, 14/5/53, by "U1" 2-6-0 No. 31892 and "E1" 4-4-0 No. 31504, and on Review day itself the train was headed by the highly-polished "Schools" No. 30915 (*see page* 317). On 31/5/53 another Stanier "5MT" worked into Hastings; this was No. 45404, which was heading a half-day excursion from Tring. On 13/6/53 standard "5MT" No. 73003 was observed heading through Purley with an excursion from the L.M.R. to Brighton. [T. W. Harris, C. G Watford, F. Dadswell.]

SCOTTISH REGION

TWO "B12s" traversed part of the Highland main line on 13/6/53, when Nos. 61524/8 double-headed a special circular tour train from Aberdeen to Craigellachie, Boat-of-Garten and Aviemore, thence via the Highland main line to Perth and back to Aberdeen. At Blair Atholl it was noted on 29/5/53 that the force of bankers appeared to consist exclusively of 2-6-4 tanks. On this day St. Rollox "5MT" No. 45158 *The Glasgow Yeomanry* was observed at Inverness, and Pickersgill 4-4-0 No. 54495 was doing the former "Ben" 4-4-0 job on the Thurso branch train. On the West Highland line, Fort William shed has obtained "4MT" 2-6-0s Nos. 43132/3/5/7 from Eastfield in exchange for "K2s" Nos. 61783/8/90/1. [W. J. Alcock.]

In our February issue it was remarked that "Directors" were uncommon north of Dundee, but since the spring they have been patronising Inverurie works for repairs. An unusual spectacle on the Deeside line was provided by "B12" No. 61524 and "K2" No. 61734, double-heading the 9.25 a.m Aberdeen-Ballater goods; in the first week of June "Glen" 4-4-0s Nos. 62469/97 (65A) were displacing the customary "2P" 4-4-0s on the 8.45 a.m. Aberdeen-Banchory goods over this branch. Another oddity was the arrival of Camden's No. 46138 in Aberdeen with the 9.35 a.m. from Glasgow on 27/6/53; this "Scot" returned on the 7.45 p.m. from Aberdeen. The previous day the up "Saint Mungo" was hauled out of Aberdeen by Leeds "Jubilee" No. 45597, which had arrived on the 11 p.m from Glasgow. The first of Ferryhill's three compounds, which are stored behind the coaling plant there every winter and only see summer use on mixed traffic work, has been withdrawn. This is No. 41184; of the others, the fate of No. 41176 is undecided, but No. 41134 is to be transferred to Corkerhill.

On 25/6/53 Kittybrewster turned out "WD" 2-8-0 No. 90513 (62C) to work a goods to Keith. Although these engines are permitted on the G.N.S. line, it is the first time one has been seen north of Kittybrewster. A Kittybrewster "2P," No. 40603, was observed at Thornton on 10/6/53, working the 12.55 a.m. Glencraig Colliery-Dundee mineral goods. From 14-20/6/53 St. Rollox "5MT" No. 45154 was on loan to Kittybrewster and was seen on the 7.2 a.m. goods to Keith. [D. W. Smith, S. Reekie, "61B."]

Of interest following the account of a sister engine's test performance on the G.S.W. system recorded last month, was the appearance of "Greyback" 4-6-0 No. 54639 at Kilmarnock on the evening of 28/5/53; No. 54639 was heading a southbound train loaded with Army tanks. That day all Anglo-Scottish traffic via the West Coast had to be diverted via the ex-G.S.W. line for a period owing to a derailment near Beattock. An unexpected visitor to the G. & S.W. area on 13/6/53 was Eastfield "D34" No. 62480, seen at Irvine, north of Ayr, with an excursion of ex-N.B. stock. [J. S. Smith.]

On 13/6/53 Gateshead "V2" No. 60885 headed the 10.5 a.m Edinburgh-St. Pancras over the Waverley route to Carlisle. On two recent occasions, Blaydon "K1s" have traversed this line, No. 62025 with a Hexham-Edinburgh (Waverley) excursion on 19/6/53, and No. 62027 with a Newcastle-St. Boswells excursion on 21/6/53. These engines are rarities on the Waverley route, except between Riccarton and Hawick, on stopping trains from Newcastle. A recent development at Carlisle has been the growing use of L.M.S. engines on the Silloth branch; on 8/6/53 2-6-4 tank No. 42396 took a ballast train over the branch and a similar working was performed two days later by Carnforth 0-6-0 No. 44306, while "2P" 4-4-0s have also been seen on other workings. Six ex-Midland 0-6-0s have been transferred to Kingmoor to take over shunting duties from ex-Caledonian 0-6-0 tanks. On 13/6/53 compound No. 40916 piloted "A1" No. 60152 out of Carlisle on the 1.23 p.m. passenger to Glasgow; the Pacific had been under repair at Kingmoor for some days. From 27-30/6/53 York "A2" No. 60522 was working between Carlisle, Newcastle and Edinburgh (Waverley). [E. Sharples, A. S. Jessop, K. A. Gray.]

LOCO. STOCK CHANGES

IN all cases B.R. numbers are quoted. "N.Y.A." denotes "not yet allocated" (on official lists received). The list is correct to the following dates: E. & N.E.R. to 20/6/53; L.M.R. to 16/5/53; Sc.R. to 16/5/53; S.R. to 26/5/53; W.R. to 18/4/53.

NEW ENGINES

Class "9400" 0-6-0PT: 8436/7-N.Y.A.; **Diesel Electric 0-6-0:** 13021-3C; 13022-14A; **Class "EM1" Electric:** 26055-39A; **Class "7MT" 4-6-2:** 70043/4—9A; **Class "4MT" 2-6-0:** 76014/5-71A; **Class "4MT" 2-6-4T:** 80062-14B.

ENGINES CONDEMNED

432, 2042, 2568, 3033, 4381, 31260/91, 31486, 31728/44, 32372/6/80, 32592, 41057, 41660, 43792, 49162, 52105, 52382, 52404, 57438, 58240, 58323/6, 58858, 61508, 64122, 65164, 65487, 67372/90, 69446

ENGINES REALLOCATED

216-88E; 844-89A; 1368-83B; 1370-82C; 1614-87F; 2043-6C; 2203-82A; 2323-89A; 2841, 3865-84G; 4326-84F; 4410-83D; 4643-86H; 4943/50-81D; 4994-81E; 5155-86E; 5311/34-84K; 5785-86H; 5789-86F; 5994-81F; 6302/38-84B; 6308-85C; 6324/54-85A; 6361-86G; 6620-88C; 6861-84B; 6920-81F; 6934-81C; 6945-82B; 6951-84B; 7301-85A; 7748-82D; 9765-83C; 10000/1-70A; 12007/27-5B; 12012/5-8C; 26031/2-39A; 26034/8-36B; 30023-71D; 30177-71A; 30744-70A; 30749-70D; 30915-73A; 30918-74C; 31165-73B; 31278-74C; 31496-70E; 31509/45-73A; 31521-74A; 31586-70E; 31758/9-73D; 31852/63-74A; 31856/62/4-75B; 32385-74A; 32399-70D; 32422-75A (N); 32655-74A; 33005/18-70C; 33007/9/11-70B; 40082-20C; 40093-8E; 40099-21A; 40409/86-22A; 40419-40A; 40527-6D; 40913-63A; 40928-21A; 41060-40A; 41061-20E; 41133-67A; 41275-1E; 41686-40A; 42068-74B; 42349/52-8E; 42468-5F; 42685-21A; 42904-19A; 42951-2B; 43126/8-52C (A); 43132/3/5/7-63D; 43201-71J; 43246-21A; 43241, 43301/51, 43622/36/78-68A; 43892-17B; 44064-2A; 44018, 44101-17D; 44024, 44246-5D; 44247-40A; 44370-1A; 44372-1D; 44378/80-17A; 44708, 44827-5A; 44760-6J; 44821-20A; 44855-19A; 44927-24E; 45269, 45447-21A; 45604/17-9E; 46119/38-1B; 46200/3-8A; 46499, 46500-18C; 46522/3/4-89B; 46526/7-82B; 46601-2A; 47269/70-5D; 47363-3B; 47350, 47492-1A; 47635-21C; 48183-15C; 48144, 48216-19A; 48259-6B, 48266-20A; 48314-20B; 48479, 48510-6C; 48619-15C; 48721-20B; 49106-3A; 51479, 51503-25C; 52094, 52239-26D; 52140-8A; 52305-25C; 52408/10-25E; 52459-24B; 54456-66D; 55212-63A; 57369, 57622-66A; 58073-71J; 60125/58-37B; 60800-38E; 60801/7-52A; 60803-35A; 60820/63-38C; 60846/61-37A; 60831, 60902-34A; 60909/38-36A; 61027-34D; 61041/4-39B; 61095-35A; 61422-50C; 61442-50D; 61621/5-32B; 61622/59/70-32D; 61637/56/64/5-32A; 61663/6-30A; 61734-61B; 61783/8/90/1-65A; 62044-51J; 62349/60/71/5-52A; 62352/87-52B; 62526-31B; 62545-31E; 62552-32A; 62570/6-31A; 62606-31C; 62783-31A; 62791-31E; 63621/4, 63745, 63807-40B; 64418-38E; 64601-64A; 64794-64F; 64812-52C; 64882, 64968-32B; 65171/87-9E; 65645-51A; 67237-31E; 67238-31A; 67254-53B; 67315-52C; 67321-53D; 67353-37B; 67363-30A; 67639/77-51D; 67714-32C; 67715-32B; 68281-53A; 68798-38A; 68975-34B; 68980-36C; 69060/4/5-34A; 69337-36B; 69451/68/70, 69516/86/8-34A; 69621-38A; 69877-50F; 69883-51F; 70039/40-30A; 76021-50F; 78000/1-3-89C; 82014-71A; 90020-62A; 90047-50A; 90424-50C; 90500-50A; 90691-86G; 90701-84G. Diesel Railcars: 13/8-81D; 17-81F; 33/6-81C.

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Locospotters' Page

FORTHCOMING EVENTS & CLUB DEVELOPMENTS

A REMINDER that the Big Events for the Summer Holidays will be:

AUGUST 5th: RUGBY SHEDS from London, Birmingham, Coventry Derby, Peterborough, Leicester and Nottingham.

AUGUST 7th: HORWICH WORKS from Manchester, Liverpool, Southport, Preston, Blackpool, Fleetwood, Lancaster, Bradford, Leeds, Huddersfield and Sheffield.

" OPEN DAYS " AT CREWE: Mr. T. H. Smith, Crewe Area Secretary, reports that the first party of members from all parts which he was able to take round the Works and North Shed numbered nearly 200, and that all went well apart from the time taken to collect the visit charges. For future visits, therefore, members wishing to join the party must send a stamped addressed envelope to Mr. Smith in advance, with their request to be included in the party. Mr. Smith's address is 380 Underwood Lane, Crewe, Cheshire, and the next three " Open Days" are September 20th, October 11th and October 25th.

BIRMINGHAM REGION RE-ORGANISATION. Mr. R. W. Murray, 38 Griffiths Brook Lane, Bourneville, 30, has now taken over charge of Birmingham Region from Mr. Butler. Members out of touch with the local organisation are asked to contact Mr. Murray, who will be concentrating on getting the groups running smoothly again, arranging regular central meetings and running the " Progressive Locospotting " scheme. For trip arrangements he is being assisted by Mr. D. A. Whittall, a former Joint Secretary, who has recently returned to Birmingham, and is now living at 317 Baldwins Lane, Hall Green, Birmingham. Enrolled members of Birmingham groups send S.A.E. to Mr. Whittall, please, for details of these forthcoming trips:

AUGUST 7th: CREWE WORKS, N. SHED, STAFFORD SHED.

AUGUST 16th: DERBY WORKS, SHED, TOTON SHED.

SEPTEMBER 6th: PETERBOROUGH SHEDS.

SEPTEMBER 25th: LONDON AREA SHEDS, including Old Oak Common, Willesden, Camden, Stratford, Nine Elms etc.

SET-BACK—1: Mr. R. Tucker, whose appointment as Bolton Group Secretary was announced last month, has had to withdraw owing to unexpected additional commitments. Bolton members should, however keep in touch with the Area Secretary, Mr. B. A. Hill, 38 Rawpool Gardens, Royal Oak, Wythenshawe, Manchester, who will inform them when a new Group Secretary is appointed and include them in his own arrangements in the meantime.

SET-BACK—2: Mr. D. A. Lamert, who has made a fine start with the North Kent Area, will unfortunately have to leave us for a couple of years at the end of this month. At present, we have no one to replace him, and we appeal to adult readers or members' relatives in the Area to consider lending a hand, so that Mr. Lamert's good work may not be wasted. Mr. Lamert's last trips will be:

AUGUST 9th: PORTSMOUTH, with steamer cruise in Solent and Southampton Docks to see liners. No limit to numbers. Leave Waterloo 11.45 a.m. approx., arr. back about 8.0 p.m. Combined fare from Waterloo, 8/- under 14, 16/- over 14. Send P.O. with S.A.E. now to Mr. Lamert at 36 Pelham Road, Gravesend.

AUGUST 25th: SWINDON WORKS AND SHEDS, by diesel railcar from London. Forty members only, must be over 12 years old. Fares, under 16, 9/1; over 16, 17/8. Apply as above for tickets.

NOTTINGHAM AREA SUMMER TRIPS: August 6th: Four-shed tour of Derby, Stoke, Crewe and Stafford; under 16, fare 12/6. Members may join at Derby. **August 13th:** Birmingham and Wolverhampton by coach, fare 10/6, all ages. **August 20th**: Six-shed local coach tour, visiting Derby, Toton, Annesley, Kirby, Mansfield, Colwick, fare 7/6, all ages. **August 23rd:** Sheffield for Locospotters and Bus-spotters, visiting Darnell, Grimesthorpe and Millhouses sheds in morning (special transport) and a private tram-car run in the afternoon. Inclusive fare from Nottingham, 8/-. Members from other parts can join Sheffield, 5/- each. **Other provisional and special arrangements:** August 27th: Small party by rail to Oxford district. August 30th and Sept. 13th: Two separate visits to Manchester sheds by coach, fare about 12/6. September 27th: South Midlands sheds, by coach, including Nuneaton, Rugby, Northampton, Bletchley, Bedford, Wellingboro', Kettering, Leicester. For fuller details of definite fixtures above, obtain a copy of " A Happy Locospotter," Nottingham and Leicester Area newsletter, from Mr. J. H. Gibbons, 82 Arkwright Street, Nottingham, or Leicester Branch (Mr. E. S. Hercock, 94 Narborough Road). Leaflets about later trips also available in due course; state which trips required.

OTHER FIXTURES FOR AUGUST AND SEPTEMBER

NORTH-WEST LONDON AREA: 12th August: Brighton sheds and works, and Three Bridges shed. 6/- under 16, 12/- over 16. **13th August:** Kings Cross and Hornsey (morning), Old Oak Common and Willesden (afternoon). **11th September:** Kings Cross and Hornsey (repeat visit). **26th September:** Norwood Junc. ALSO . . . 9th September, Hatfield shed; 10th September, Hitchin shed . . . local members may join in these. Apply for details of all above with S.A.E. to Mr. D. Butler, 27 Ely Place, Holborn Circus, E.C.1.

HALIFAX-HUDDERSFIELD AREA: August 8th: York shed and railway museum, under 16, fare from Leeds (City) 2/6. **August 22nd:** Newcastle district main sheds, under 16, fare 11/6, plus small local bus fares. **August 29th:** Crewe Works, fare 5/6 from Manchester. Halifax district members apply to Group Secretary, Mr. K. Wallis, 1 Beechwood Drive, Illingworth; Huddersfield district to Area Secretary, Mr. C. B. Brown, 17 Glen View Street, Todmorden, Lancs. S.A.E.s with all enquiries, please!

PRESTON GROUP: Visit to Wolverhampton district M.P.D.s on **September 6th.** Enquiries, with S.A.E., to Group Secretary, Mr. D. J. Pendlebury, " Lynwood," Hennel Lane, Lostock Hall, Nr. Preston.

EAST YORKS. AREA coach trip to Carlisle, Lancaster, Carnforth, etc., visiting all sheds, fare 20/-. Apply with S.A.E. to Hull Group Secretary, Mr. J. C. Jewitt, 168 Dayton Road, Priory Road, Hull.

OUTER NORTH LONDON GROUP: (Enfield, Edmonton, Southgate, etc.): Now re-formed under Group Secretary Mr. B. Morris, 22 Cambridge Gardens, N.21, this group hopes to visit Bow Works **(August 2nd);** Camden shed **(August 23rd)** and, on **September 13th,** Cricklewood, Neasden, Willesden and Old Oak Common. For confirmation and details, send S.A.E. to above address.

ERROR: The General Secretary pleads guilty to faulty Locospotting. The locomotive pulling the East Midlands special to Doncaster, captioned as No. 61108 in June's " T.I.," was actually No. 61088. Thanks to Mr. Cupit, the photographer, and members who took part, for pointing this out.

D. J. Warburton.

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APPLICATIONS are invited for the positions of Regional Secretary, Yorkshire, and Regional Secretary, Lancashire-North Wales, Ian Allan Locospotters Club. Applicants should be over 21 years of age. Some railway knowledge and experience of boys' organisations desirable, but not essential. Interesting spare-time job, unpaid, but carrying reasonable expenses allowance. Please apply in writing, giving full details of age, experience and time available, to:
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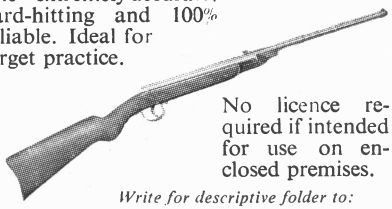

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